SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

PORTLAND DIVISION

127

To Take Effect Sunday, October 28, 1934, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

A. T. MERCIER, *General Manager.*	W. B. KIRKLAND, *Superintendent of Transportation.*	L. U. MORRIS, *Assistant General Manager.*	E. L. KING, *Superintendent.*

EASTWARD MEDFORD SUBDIVISION WESTWARD

Capacity of sidings in car lengths	SECOND CLASS	FIRST CLASS		Distance from San Francisco via Marysville		Time Table No. 127 October 28, 1934	Distance from Roseburg	FIRST CLASS		SECOND CLASS
	624 Freight	330 Oregonian	8 Shasta			STATIONS		329 Oregonian	7 Shasta	623 Freight
	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily
YardBKWOTP	9.30 AM	6.20 PM	8.30 AM	429.1		TO-R ASHLAND 5.5	143.5	s 9.15 AM	s 7.25 PM	9.30 PM
70 P	9.43	s 6.32	8.39	434.6		TALENT 2.4	138.0	s 9.04	7.12	9.15
23	9.49	f 6.38	8.43	437.0		PHOENIX 1.4	135.6	f 8.57	7.07	9.05
				438.4		GAS WORKS 0.4	134.2			
				438.8		VOORHIES 1.9	133.8			
100	10.05	**6.55**	**8.49**	440.7		KANE 1.1	131.9	**8.49**	**6.55**	8.55
136 Yard KWP	11.00	s 7.10	s 8.58	441.8		TO MEDFORD 3.9	130.8	s 8.25	s 6.52	8.50
70	11.10	s 7.20	f 9.07	445.7		CENTRAL POINT 2.0	126.9	s 8.05	6.35	8.35
				447.7		SEVEN OAKS 2.5	124.9			
(Spur 25) P	11.25	7.26	9.14	450.2		TOLO 7.0	122.4	7.56	6.28	8.20
46 Yard WP	11.45 AM	s 7.38	f 9.26	457.2		TO GOLD HILL 7.7	115.4	s 7.44	f 6.16	8.05
58 P	12.05 PM	f **7.47**	f 9.36	464.9		ROGUE RIVER 9.0	107.7	s 7.29	6.06	**7.47**
70 Yd.BKWTP	12.30	s 8.05	s 9.51	473.9		TO-R GRANTS PASS 4.3	98.7	s 7.14	s 5.55	7.00
(Spur 70) P	12.45	8.14	9.59	478.2		DIMMICK 4.3	94.4	6.50	5.39	6.40
40 P	12.57	f 8.23	10.07	482.5		MERLIN 4.9	90.1	s 6.41	5.31	6.25
90 P	1.09	f 8.31	10.15	487.4		HUGO 6.7	85.2	s 6.32	5.23	6.10
70 P	1.35	f 8.45	10.28	494.1		LELAND 4.5	78.5	s 6.18	5.09	5.50
(Spur 65) P	1.50	8.54	10.38	498.6		POLLARD 3.4	74.0	6.07	4.59	5.35
92 P	2.09	f 9.00	10.44	502.0	A. B. S.	WOLF CREEK 5.9	70.6	s 6.00	4.52	5.25
72 Yd.KWOTP	2.35	s 9.15	s 11.01	507.9		TO GLENDALE 1.8	64.7	s 5.46	s 4.40	5.05
				509.7		LYSTUL 2.3	62.9			
76 P	2.50	9.22	11.08	512.0		REUBEN 4.5	60.6	5.34	4.29	4.46
(Spur 63) P	3.10	f 9.34	11.19	516.5		BRANDT 5.2	56.1	f 5.23	4.18	4.31
80 Yd. TP	3.30	f 9.46	f 11.30	521.7		WEST FORK 3.9	50.9	s 5.12	f 4.07	4.15
(Spur 40) P	**3.58**	9.55	11.38	525.6		COW CREEK 5.8	47.0	5.02	**3.58**	**3.58**
47 P	4.15	f 10.09	11.52 AM	531.4		PECK 4.1	41.2	f 4.48	3.44	3.10
67 P	4.40	f 10.18	12.01 PM	535.5		BYERS 4.8	37.1	f 4.38	3.36	2.50
33 P	5.05	10.28	12.10	540.3		CORNUTT 3.9	32.3	4.28	3.27	2.35
67 P	5.20	s 10.36	f 12.15	544.2		RIDDLE 5.1	28.4	s 4.22	f 3.22	2.25
67 P	5.40	10.43	12.22	549.3		WEAVER 1.1	23.3	4.12	3.15	2.05
22 WP	5.45	s 10.46	f 12.24	550.4		TO MYRTLE CREEK 4.5	22.2	s 4.10	f 3.13	1.58
97 P	6.05	10.55	12.33	554.9		DOLE 2.8	17.7	f 3.59	3.05	1.46
				557.7		ROUND PRAIRIE 4.3	14.9			
69 P	6.25	f 11.07	12.44	562.0		DILLARD 4.3	10.6	s 3.47	2.54	1.20
(Spur 19) P				566.3		CARNES 1.4	6.3			
45 P	6.40	11.17	**12.54**	567.7		GREEN 4.9	4.9	3.35	2.45	**12.54**
YardBKWOTP	6.55 PM	s 11.30 PM	s 1.05 PM	572.6		TO-R ROSEBURG	0.0	3.25 AM	2.35 PM	12.40 PM
	Arrive Daily	Arrive Daily	Arrive Daily			(143.5)		Leave Daily	Leave Daily	Leave Daily
	(9.25) 15.24	(5.10) 27.77	(4.35) 31.31			...............Time over District............... ....Average Speed per Hour..........		(5.50) 24.60	(4.50) 29.34	(8 50) 16.24

At Ashland Sacramento Division first-class schedules and train orders referring to such schedules apply at the west switch of siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of siding. The main track at Ashland between the east and west switches of the siding may be used by any first-class train if track is known to be clear. Siding is first track to right of main track going east and extends from switch opposite 7th Street 262 feet east of section house to switch 150 feet east of freight house.

EASTWARD BROOKLYN SUBDIVISION WESTWARD

Capacity of sidings in car lengths	SECOND CLASS	FIRST CLASS		Distance from San Francisco via Marysville		Time Table No. 127 October 28, 1934	Distance from Springfield Jct.	FIRST CLASS		SECOND CLASS
	624 Freight	330 Oregonian	8 Shasta			STATIONS		329 Oregonian	7 Shasta	623 Freight
	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily
YardBKWOTP	5.20 AM	11.45 PM	1.08 PM	572.6		TO-R ROSEBURG 5.2	71.7	s 3.03 AM	s 2.30 PM	10.40 AM
67 P	5.35	11.55 PM	1.18	577.8		WINCHESTER 3.6	66.5	f 2.51	2.18	10.15
67 P	5.45	f 12.04 AM	1.24	581.4		WILBUR 2.5	62.9	f 2.43	2.12	9.55
				583.9		DEADY 2.5	60.4			
58 P	6.00	f 12.12	f 1.31	586.4		SUTHERLIN 2.7	57.9	f 2.35	2.05	9.40
63 WP	6.15	f 12.20	f 1.36	589.1		TO OAKLAND 6.3	55.2	f 2.29	f 1.59	9.30
33 P	6.30	f 12.31	**1.47**	595.4		ISADORA 2.1	48.9	f 2.17	**1.47**	9.10
65 P	6.40	12.36	1.53	597.5		RICE HILL 6.2	46.8	2.12	1.38	9.00
74 P	7.05	f 12.51	f 2.07	603.7		TO YONCALLA 5.3	40.6	f 1.58	f 1.25	8.40
78 Yard WP	7.25	f 1.03	f 2.16	609.0		TO DRAIN 1.2	35.3	s 1.48	f 1.17	8.25
				610.2		KREWSON 1.5	34.1			
36 P	**8.00**	f 1.09	2.20	611.7		LEONA 1.5	32.6	f 1.38	1.12	**8.00**
(Spur 66) P	8.10	1.13	2.23	613.2	A. B. S.	SAFLEY 2.0	31.1	1.34	1.09	7.50
	8.20	f 1.16	2.26	615.2		ANLAUF 0.9	29.1	f 1.31	1.06	7.40
18		f 1.19	2.27	616.1		CURTIN 1.8	28.2	f 1.29		
46 P	8.35	f **1.25**	2.29	617.9		COMSTOCK 4.0	26.4	f **1.25**	1.03	7.25
91 YP	8.50	f 1.36	2.40	621.9		DIVIDE 1.0	22.4	f 1.16	12.53	7.05
				622.9		VEATCH 1.4	21.4			
9				624.3		MONETT 0.7	20.0			
P	9.05	f 1.41	2.45	625.0		LATHAM 1.5	19.3	f 1.10	12.48	6.55
52 Yard WP	9.30	s 1.50	s 2.50	626.5		TO COTTAGE GROVE 2.6	17.8	s 1.06	s 12.45	6.50
		f		629.1		SAGINAW 1.5	15.2	f		
70 P	9.45	f 1.59	2.59	630.6		WALKER 4.9	13.7	f 12.51	12.36	6.40
68 P	10.00	f 2.09	f 3.06	635.5		CRESWELL 5.4	8.8	f 12.43	12.29	6.29
71 P	10.15	f 2.20	3.14	640.9		GOSHEN 3.4	3.4	f 12.32	12.21	6.14
YP	10.30 AM	2.29 AM	3.20 PM	644.3		R SPRINGFIELD JCT.	0.0	12.24 AM	12.14 PM	6.04 AM
	Arrive Daily	Arrive Daily	Arrive Daily			(71.7)		Leave Daily	Leave Daily	Leave Daily
	(5.10) 13.88	(2.44) 26.24	(2.12) 32.59			...............Time over District............... ....Average Speed per Hour..........		(2.39) 27.06	(2.16) 31.63	(4.36) 15.59

Eastward inferior trains may run ahead of delayed first class trains Springfield Junction to Eugene Yard, without an order to do so.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
7	Sutherlin	Receive or discharge Tuesday only	Any Station	Any Station
329	Dad's Creek M. P. 529.5	Receive or discharge	Any Station	Any Station

BROOKLYN SUBDIVISION

EASTWARD / WESTWARD

	EASTWARD											WESTWARD						
Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS						Distance from San Francisco via Marysville and Klamath Falls	Time Table No. 127 October 28, 1934	Distance from Eugene Yard	FIRST CLASS					SECOND CLASS	
	624	662	328	6	8	18	16	330				17	15	7	5	329	661	623
	Freight	Freight	Passenger	Klamath	Shasta	Cascade	West Coast	Oregonian		STATIONS		Cascade	West Coast	Shasta	Klamath	Oregonian	Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yd. YBKWOP		3.00AM		12.25PM		9.00AM	12.10AM		528.6	TO-R CRESCENT LAKE 3.5	96.9	4.45AM	s 5.10AM		s 4.20PM		6.20AM	
100 P		3.14		12.31		9.06	12.15		532.1	ODELL LAKE 4.6	93.4	4.37	5.02		f 4.13		6.10	
155 Yd. WYP		3.22		f 12.39		f 9.14	f 12.23		536.7	TO CASCADE SUMMIT 4.1	88.8	4.30	4.55		s 4.02		6.00	
77 P		3.38		12.48		9.23	12.32		540.8	ABERNETHY 5.2	84.7	4.08	4.36		f 3.43		5.43	
106 WP		**3.54**		1.00		9.34	12.44		546.0	CRUZATTE 5.3	79.5	**3.54**	4.24		f 3.27		5.10	
76 P		**4.11**		1.12		9.46	12.55		551.3	FRAZIER 3.5	74.2	3.42	**4.11**		f 3.11		4.45	
106 YP		**4.30**		1.22		9.55	1.04		554.8	FIELDS 5.6	70.7	3.32	4.00		f 3.00		**4.30**	
81 WP		4.50		1.36		10.07	1.17		560.4	TO WICOPEE 3.8	65.1	3.19	3.45		f 2.47		3.55	
106 P		5.05		1.45		10.15	1.25		564.2	HEATHER 5.1	61.3	3.08	**3.32**		f 2.37		**3.32**	
108 WP		5.20		1.57		10.26	f 1.36		569.3	McCREDIE SPRINGS 6.0	56.2	2.57	3.18		f 2.25		3.05	
78 P		5.35		**2.10**		10.40	1.48		575.3	PRYOR 5.2	50.2	**2.44**	3.03		f **2.10**		**2.44**	
YardBKWOYP		6.00		s 2.25		s 10.55	s **2.01**		580.5	TO-R OAKRIDGE 2.2	45.0	2.31	f 2.50		s 1.50		**2.01**	
P		6.05		2.29			f 2.05		582.7	TO WESTFIR 0.8	42.8		2.42		s 1.39		1.57	
67 P		6.07		2.30		10.59	2.06		583.5	HEMLOCK 2.1	42.0	2.21	2.41		1.38		1.55	
60 P		6.11		2.33		11.03	**2.18**		585.6	LOOKOUT 5.3	39.9	**2.18**	2.38		1.32		1.52	
81 P		6.21		2.40		11.10	**2.30**		590.9	LAWLER 1.2	34.6	2.11	**2.30**		1.23		1.43	
(Spur 10)									592.1	ARMET 3.8	33.4				f 1.20		1.41	
61 P		6.30		2.47		11.17	2.39		595.9	RESERVE 4.9	29.6	2.04	2.23		f 1.14		1.34	
81 WP		6.40		2.55		11.25	2.46		600.8	CARTER 2.5	24.7	1.57	2.16		1.05		1.24	
P		6.45		2.59		11.29	f 2.51		603.3	LOWELL 2.1	22.2	1.54	2.13		s 1.01		1.20	
104 P		6.50		3.03		11.32	2.54		605.4	PENGRA 3.0	20.1	1.51	2.10		f 12.56		1.16	
		6.56							608.4	FALL CREEK 1.7	17.1				f 12.50		1.10	
60 P		7.00		3.10		11.39	3.01		610.1	HILLS 1.8	15.4	1.44	2.04		f 12.46		1.07	
P		7.05		3.14		11.42	3.04		611.9	JASPER 2.2	13.6	1.41	2.01		f 12.42		1.04	
81 P		7.09		3.19		11.46	3.07		614.1	NATRON 3.9	11.4	1.38	1.58		f 12.38		1.00	
P		7.16		3.24		11.52	3.12		618.0	MOHAWK JCT. 1.4	7.5	1.33	1.53		12.31		12.53	
Yard WYP		7.20		3.27		11.54	f 3.14		619.4	TO-R SPRINGFIELD 1.2	6.1	1.31	1.51		s 12.28		12.50	
YP	10.30AM	7.23		3.30	3.20PM	11.56AM	3.16	2.30AM	620.6	R SPRINGFIELD JCT. 3.0	4.9	1.29	1.49	12.14PM	12.24	12.24AM	12.47	6.04AM
Yard BKWP			5.00PM	s 3.40 4.00	s 3.30PM	s **12.05**PM 12.20	s 3.25 3.40	s 2.40AM	623.6	TO-R EUGENE 1.9	1.9	1.20 s 1.10	1.40 s 1.30	**12.05**PM s 11.50AM	12.15PM	12.15AM s 11.55PM		
Yd.BKWOTYP	10.50AM	7.40AM	5.06PM	4.06PM		12.26PM	3.46AM		625.5	TO-R EUGENE YARD	0.0	1.04AM	1.24AM	11.44AM		11.49PM	12.30AM	5.45AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(96.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(0.20) 14.70	(4.40) 20.86	(0.06) 19.00	(3.41) 26.30	(0.10) 18.00	(3.26) 28.22	(3.36) 26.91	(0.10) 18.00		............Time over District.............. ....Average Speed per Hour..........		(3.41) 26.30	(3.46) 25.72	(0.30) 9.80	(4.05) 23.73	(0.35) 8.40	(5.50) 16.61	(0.19) 15.47

A. B. S.

Rule S-72—Exceptions: No. 330 is superior to Nos. 15 and 17.

No. 8 is superior to No. 5.

Nos. 16 and 18 are superior to No. 329.

Eastward inferior trains may run ahead of delayed first-class trains Springfield Junction to Eugene Yard, without an order to do so.

Mail handled by train 18 for Jasper, Fall Creek, Pengra, Lowell, Signal, Armet and Westfir which would necessitate stopping train, should be transferred at Springfield to No. 5 for delivery when the connection can be protected. If the connection cannot be protected, train 18 will make necessary stops at those stations.

At Crescent Lake Sacramento Division first-class schedules and train orders referring to such schedules apply at the west switch of the passenger siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of the passenger siding. The main track at Crescent Lake between the east and west switches of the passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is track between main track and station building.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
5	Signal M.P. 598.2	Receive or discharge	Any Station	Any Station
5	Salt Creek Falls M.P. 543	Receive or discharge	Any Station	Any Station
6	McCredie Springs West Fir Lowell Springfield	Receive or discharge	Eugene	Gerber or points west
16	Any Station	Discharge		Klamath Falls

Wendling Branch

EASTWARD		Time Table No. 127 October 28, 1934 Wendling Branch	WESTWARD
Capacity of sidings in car lengths	Distance from San Francisco	STATIONS	Distance from Mohawk Jct.
Yd. KYP	662.3	TO-R WENDLING 2.6	15.7
(Spur)	659.7	HYLAND 1.1	13.1
45 WP	658.6	TO MARCOLA 3.6	12.0
	655.0	DONNA 3.5	8.4
33	651.5	YARNELL 2.2	4.9
	649.3	HENDRICKS 2.7	2.7
P	646.6	MOHAWK JCT.	0.0
		(15.7)	
		..........Time over District.......... ....Average Speed per Hour..........	

BROOKLYN SUBDIVISION

Time Table No. 127

October 28, 1934.

Capacity of sidings in car lengths	SECOND CLASS					FIRST CLASS				Distance from San Francisco via Marysville	STATIONS	
	666	**686**	**682**	**664**	**678**	**328**	**6**	**18**	**16**			
	Freight	Local Freight	Local Freight	Freight	Local Freight	Passenger	Klamath	Cascade	West Coast			
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
YdBKWOYPT	6.00PM			9.50AM	6.00AM	5.06PM	4.06PM	12.26PM	3.46AM	649.2	TO-R EUGENE YARD	3.8
67 P	6.06			9.57	6.07	5.10	4.10	12.30	3.50	653.0	IRVING	6.9
68 P	6.17			10.10	6.20	5.17	4.17	12.37	3.58	659.9	SWAIN	0.7
25 WP	6.20			10.12	6.22	f 5.19	4.19	12.39	f 4.03	660.6	TO JUNCTION CITY	4.5
87 P	6.30			10.22	6.32	f 5.27	4.24	12.47	f 4.12	665.1	HARRISBURG	5.6
67 P	6.46			10.32	6.42	5.33	4.33	12.54	4.19	670.7	FOLK	3.1
98 P	7.00			10.38	6.48	f 5.37	4.37	12.58	f 4.24	673.8	TO HALSEY	5.2
106 WP	7.09			10.49	**7.00**	f 5.43	4.43	**1.05**	f 4.32	679.0	SHEDD	5.6
106 P	7.20			**10.58**	7.10	f 5.49	4.49	1.11	f 4.39	684.6	TANGENT	5.3
P	7.30			11.08	7.20	5.54	4.54	1.17	4.45	689.9	PAGE	1.0
Yd BKWOYPT	7.40			11.15	7.35	s 6.03	s 5.03	s 1.23	s 5.00	690.9	TO-R ALBANY	4.5
100 P	8.00			11.27	7.45	6.13	5.13	1.33	5.10	695.4	MILLERSBURG	4.1
104 P	8.15			11.35	7.55	f 6.18	5.18	1.38	f 5.16	699.5	TO JEFFERSON	4.7
68 WP	**8.35**			**11.45**	8.10	f 6.23	5.23	1.43	f 5.22	704.2	TO MARION	6.5
108 P	8.55			11.55AM	8.25	f 6.30	5.30	1.50	f 5.30	710.7	TURNER	6.7
67 P	9.10			12.10PM	8.40	6.38	5.38	1.58	5.38	717.4	PRINGLE	0.8
YardBKWOYP	9.15			12.15	8.55	s 6.46	s 5.46	s 2.04	s 5.50	718.2	TO-R SALEM	0.6
P	9.18			12.20	9.00	6.48	5.48	2.06	5.52	718.8	LEMROCK	1.5
67 P	**9.25**			12.25	9.05	6.52	5.52	2.11	5.56	720.3	FAIR GROUNDS	1.9
88 P	9.35			12.30	9.15	6.55	5.55	2.14	5.59	722.2	LABISH	1.1
26 P	9.40			12.35	9.32	f 6.57	5.57	2.16	f 6.01	723.3	CHEMAWA	3.6
105 P	9.50			12.41	**9.42**	f 7.01	6.01	2.20	f 6.06	726.9	TO BROOKS	5.2
67 P	10.00			12.50	**9.55**	f **7.07**	6.07	2.26	f 6.13	732.1	TO GERVAIS	2.4
70 P	10.05			1.03	10.10	7.11	6.11	2.30	6.17	734.5	POPLAR	0.7
Yard WOYP	10.10			1.10	10.20	s 7.15	6.14	2.32	s 6.22	735.2	TO WOODBURN	3.6
46 P	10.20			1.20	10.30	f 7.20	6.19	2.37	f 6.29	738.8	HUBBARD	2.8
68 P	10.29			1.30	10.40	7.24	6.22	2.41	6.32	741.6	HITO	1.6
11 P	10.33			1.35	10.45	7.27	6.25	2.44	6.35	743.2	AURORA	2.0
35 P	10.37			1.40	11.00	7.30	6.28	2.47	6.38	745.2	BARLOW	1.6
36 Yard WP	**10.46**			1.45	11.10	s 7.34	6.32	2.49	s 6.43	746.8	TO CANBY	0.6
75 P	**11.00**			1.50	11.15	7.35	**6.33**	2.50	6.44	747.4	FLANDER	2.7
(Spur 17)	11.06			2.00	11.30	7.40	6.38	2.55	6.49	750.1	NEW ERA	0.7
67 P	**11.09**			2.05	11.35	7.42	6.40	2.57	6.51	750.8	COALCA	2.1
27 P	11.20			2.15	11.45AM	7.48	6.45	3.02	6.58	752.9	PULP	2.6
118 WP	11.30			2.25	12.01PM	s **8.00**	6.52	3.06	s 7.05	755.5	TO OREGON CITY	0.6
I										756.1	W. V. R. CROSSING	1.2
						8.04	6.56	3.10	7.11	757.3	PARK PLACE	2.7
65 P	11.50			2.37	12.30	f 8.10	7.02	3.16	f 7.18	760.0	CLACKAMAS	4.1
76 P	11.59PM			2.45	12.45	8.16	7.07	3.21	**7.24**	764.1	EAST MILWAUKIE	1.1
P	12.05AM	7.20PM	3.40PM	2.50	12.55	8.18	7.10	3.23	7.26	765.2	WILLSBURG JCT.	0.8
	12.07	7.22	3.42	2.52	12.57	8.19	7.12	3.24	7.28	766.0	REED	0.9
Yd.BKWOTP	12.10AM	7.25PM	3.45PM	2.55PM	1.00PM	8.21	7.14	3.25	7.31	766.9	TO-R BROOKLYN	2.3
IP						8.31	**7.25**	3.34	7.41	769.2	CLAY STREET	0.5
						s 8.34	s 7.27	3.37	s 7.44	769.7	EAST MORRISON ST.	1.3
BKIP						s 8.45PM	s 7.35PM	s 3.45PM	s 7.55AM	771.0	TO-R PORTLAND	
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(121.8)	
	(6.10) 16.38	(0.05) 20.40	(0.05) 20.40	(5.05) 23.15	(7.00) 16.81	(3.39) 33.37	(3.29) 34.96	(3.19) 36.72	(4.09) 29.34		............Time over District ....Average Speed per Hour	

A. B. S. (Eugene Yard to East Morrison St.)

Double Track (Clay Street to Portland)

SEE page 7 for Tallman Branch trains using siding between Page and Albany and page 10 for Falls City Branch trains between Salem and Lemrock. Falls City Branch trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock without an order to do so.

No. 16 reduce speed to 10 miles per hour at Halsey daily and at Chemawa Sunday to exchange mail.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
6	Any Station	Discharge		West of Eugene
16	Any Station	Discharge		West of Eugene
18	Woodburn Oregon City	Discharge		Klamath Falls

	Time Table No. 127 October 28, 1934		Distance from Portland	FIRST CLASS				SECOND CLASS				
				7	329	17	15	677	663	665	685	681
				Shasta	Oregonian	Cascade	West Coast	Local Freight	Freight	Freight	Local Freight	Local Freight
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturday	Arrive Daily Ex. Saturday
A. B. S.	TO-R EUGENE YARD	3.8	121.8	11.44 AM	11.49 PM	1.04 AM	1.24 AM	2.15 PM	10.30 PM	2.50 AM		
	IRVING	6.9	118.0	11.40	f 11.44	12.59	1.19	2.05	10.21	2.38		
	SWAIN	0.7	111.1	11.33	11.35	12.52	1.12	1.55	10.10	2.23		
	TO JUNCTION CITY	4.5	110.4	f 11.31	s 11.32	12.50	1.10	1.50	10.05	2.20		
	HARRISBURG	5.6	105.9	f 11.23	s 11.22	12.42	1.02	1.40	9.55	2.10		
	FOLK	3.1	100.3	11.16	11.13	12.36	12.55	1.25	9.46	2.01		
	TO HALSEY	5.2	97.2	f 11.12	s 11.09	12.32	12.51	1.15	9.40	1.55		
	SHEDD	5.6	92.0	11.04	s 10.58	12.26	12.44	**1.05**	9.30	1.45		
	TANGENT	5.3	86.4	**10.58**	s 10.48	12.20	12.38	12.45	9.20	1.35		
	PAGE	1.0	81.1	10.52	10.38	12.15	12.32	12.35	9.10	1.25		
	TO-R ALBANY	4.5	80.1	s 10.48	s 10.35	s 12.10 AM	s 12.28	12.30	9.05	1.20		
	MILLERSBURG	4.1	75.6	10.35	10.17	11.57 PM	12.16	12.15	8.50	1.07		
	TO JEFFERSON	4.7	71.5	f 10.30	s 10.11	11.52	12.11	12.01 PM	8.42	12.57		
	TO MARION	6.5	66.8	10.24	s 10.03	11.47	12.06 AM	**11.45 AM**	**8.35**	12.47		
	TURNER	6.7	60.3	f 10.16	s 9.53	11.40	11.59 PM	11.20	8.20	12.37		
	PRINGLE	0.8	53.6	10.05	9.43	11.32	11.50	10.55	8.05	12.25		
	TO-R SALEM	0.6	52.8	s 10.03	s 9.40	s 11.30	s 11.47	10.45	7.55	12.21		
	LEMROCK	1.5	52.2	9.55	9.27	11.25	11.43	10.35	7.44	12.17		
	FAIR GROUNDS	1.9	50.7	9.51	**9.25**	11.21	11.39	10.30	7.39	12.13		
	LABISH	1.1	48.8	9.48	9.22	11.18	11.36	10.20	7.35	12.09		
	CHEMAWA	3.6	47.7	f 9.46	s 9.20	11.16	11.34	10.15	7.27	12.07		
	TO BROOKS	5.2	44.1	f **9.42**	s 9.14	11.12	11.30	10.05	7.16	12.01 AM		
	TO GERVAIS	2.4	38.9	9.36	s 9.06	11.06	11.24	**9.55**	**7.07**	11.52 PM		
	POPLAR	0.7	36.5	9.32	9.00	11.03	11.20	9.45	7.02	11.47		
	TO WOODBURN	3.6	35.8	s **9.30**	s 8.58	11.01	11.18	**9.30**	7.00	11.45		
	HUBBARD	2.8	32.2	f 9.24	s 8.47	10.57	11.13	9.00	6.50	11.35		
	HITO	1.6	29.4	9.20	8.42	10.54	11.09	8.50	6.44	11.30		
	AURORA	2.0	27.8	9.17	s 8.39	10.51	11.06	8.45	6.41	11.26		
	BARLOW	1.6	25.8	9.14	f 8.34	10.48	11.03	8.40	6.37	11.22		
	TO CANBY	0.6	24.2	f 9.12	s 8.32	**10.46**	11.01	8.35	6.34	11.19		
	FLANDER	2.7	23.6	9.11	8.26	10.45	**11.00**	8.30	**6.33**	11.18		
	NEW ERA	0.7	20.9	9.06	8.18	10.40	10.55	8.17	6.26	11.11		
	COALCA	2.1	20.2	9.04	8.15	10.38	10.53	8.15	6.24	**11.09**		
	PULP	2.6	18.1	8.59	8.06	10.33	10.48	8.05	6.18	11.03		
	TO OREGON CITY	0.6	15.5	s 8.55	s **8.00**	10.29	10.44	7.55	6.12	10.58		
	W. V. R. CROSSING	1.2	14.9									
	PARK PLACE	2.7	13.7	8.49	f 7.53	10.24	10.39					
	CLACKAMAS	4.1	11.0	f 8.43	s 7.47	10.18	10.33	7.35	5.59	10.45		
	EAST MILWAUKIE	1.1	6.9	8.38	7.39	10.13	10.28	**7.24**	5.52	10.38		
	WILLSBURG JCT.	0.8	5.8	8.36	7.37	10.11	10.26	7.05	5.50	10.35	11.35 PM	11.50 PM
	REED	0.9	5.0	8.35	7.36	10.10	10.25	7.02	5.47	10.32	11.32	11.47
	TO-R BROOKLYN	2.3	4.1	8.34	7.35	10.09	10.24	7.00 AM	5.45 PM	10.30 PM	11.30 PM	11.45 PM
Double Track	CLAY STREET	0.5	1.8	8.25	**7.25**	10.00	10.15					
	EAST MORRISON ST.	1.3	1.3	s 8.22	s 7.22	s 9.57	s 10.12					
	TO-R PORTLAND		0.0	8.15 AM	7.15 PM	9.50 PM	10.05 PM					
	(121.8)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Saturday	Leave Daily Ex. Saturday
	Time over District Average Speed per Hour			(3.29) 34.96	(4.34) 26.67	(3.14) 37.61	(3.19) 36.72	(7.15) 16.23	(4.45) 24.78	(4.20) 27.16	(0.05) 20.40	(0.05) 20.40

See page 7 for Tallman Branch trains using siding between Albany and Page, and page 10 for Falls City Branch trains between Lemrock and Salem.

Falls City Branch trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock without an order to do so.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
7	Any Station	Receive	Eugene	
329	Any Station	Receive	Eugene	
15	Any Station	Receive	Klamath Falls or beyond for points where train is scheduled to stop.	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
17	Oregon City	Discharge		Portland
17	Woodburn	Receive	Gerber or beyond for points where train is scheduled to stop.	

MARSHFIELD SUBDIVISION

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS	FIRST CLASS	Distance from Eugene		Time Table No. 127 October 28, 1934 Coos Bay Branch STATIONS		Distance from San Francisco	FIRST CLASS	SECOND CLASS
	752 Local Freight	334 Coos Bay						333 Coos Bay	751 Local Freight
	Leave Daily Ex. Sunday	Leave Daily						Arrive Daily	Arrive Daily Ex. Sunday
Yard BKWP		12.30 AM	0.0	TO-R	EUGENE	1.0	647.3	s 12.01 AM	
Yard BKWOYTP	6.30 AM		1.0	TO-R	EUGENE YARD	1.0	648.3		11.45 AM
			2.0		O. E. CROSSING	2.0	649.3	11.56 PM	
P	6.40	12.45	4.0		TRANSFER	0.3	651.3	11.51	11.40
61	6.42		4.3		DANEBO	5.9	651.6	11.50	11.35
	7.00	f 1.04	10.2		MAYWOOD	3.0	657.5	f 11.33	
44 P	7.08	f 1.11	13.2	TO	VENETA	1.6	660.5	s 11.27	11.05
		f	14.8		LONG TOM	2.2	662.1	f	
		f	17.0		SAILOR	1.0	664.3	f	
30 WP	7.20	f 1.21	18.0		NOTI	3.0	665.3	f 11.16	10.45
	7.30	f 1.28	21.0		VAUGHN	3.2	668.3	f 11.09	
20	7.40	f 1.35	24.2		FLAGG	1.2	671.5	f	10.25
P		f 1.39	25.4		PENN	3.2	672.7	f 11.00	
30 P	7.55	f 1.46	28.6		WALTON	3.1	675.9	f 10.52	10.10
W		f	31.7		GLOBE	3.1	679.0	f	
		f	34.8		AUSTA	1.9	682.1	f	
		f	36.7		LINSLAW	1.0	684.0	f	
60 P	8.15	f 2.07	37.7		RICHARDSON	3.1	685.0	f 10.32	9.40
		f	40.8		BEECHER	5.7	688.1	f	
47 WP	8.40	f 2.27	46.5		NEKOMA	3.3	693.8	f 10.13	9.10
60 P	**8.55**	f 2.37	49.8		SWISSHOME	0.7	697.1	f 10.06	**8.55**
		f 2.39	50.5		SIUSLAW	2.8	697.8	f 10.04	
13	9.20	f 2.46	53.3		RAINROCK	4.7	700.6	f 9.58	8.40
57 P	9.55	s 2.59	58.0		MAPLETON	5.0	705.3	s 9.49	8.25
	10.10	f 3.15	63.0		BECK	4.7	710.3	f 9.36	8.10
60 WP	10.25	f 3.29	67.7		WENDSON	1.3	715.0	f 9.26	8.00
P	10.35	s 3.44	69.0	TO	CUSHMAN	1.7	716.3	s 9.22	7.45
(Spur 20)	10.50	f 3.50	70.7		SIBOCO	3.3	718.0	f 9.12	7.35
(Spur18) P	11.20	f 4.02	74.0		CANARY	3.7	721.3	f 9.05	7.20
13 P	11.55 AM	s 4.14	77.7		SILTCOOS	2.2	725.0	s 8.55	7.05
(Spur 12)	12.10 PM	f 4.22	79.9		ADA	1.1	727.2	f 8.49	6.55
40 P	12.20	f 4.26	81.0		BOOTH	4.5	728.3	f 8.46	6.45
19 P	12.45	f 4.40	85.5		KROLL	2.3	732.8	f 8.36	6.30
	1.00	f 4.45	87.8		BRENHAM	3.7	735.1	f 8.30	6.20
42 P	1.30	s 4.55	91.5		GARDINER	1.6	738.8	s 8.22	6.05
Yard WP	2.00 PM	s 5.01 AM	93.1	TO	REEDSPORT		740.4	8.15 PM	6.00 AM
	Arrive Daily Ex. Sunday	Arrive Daily			(93.1)			Leave Daily	Leave Daily Ex. Sunday
	(7.30) 12.40	(4.31) 20.62			Time over District Average Speed per Hour			(3.46) 24.71	(5.45) 16.19

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS	FIRST CLASS	Distance from Eugene		Time Table No. 127 October 28, 1934 Coos Bay Branch STATIONS		Distance from San Francisco	FIRST CLASS	SECOND CLASS
	752 Local Freight	334 Coos Bay						333 Coos Bay	751 Local Freight
	Leave Daily Ex. Sunday	Leave Daily						Arrive Daily	Arrive Daily Ex. Sunday
Yard KWP	2.30 PM	5.06 AM	93.1	TO	REEDSPORT	4.8	740.4	s 8.10 PM	5.40 AM
30	2.45	f **5.18**	97.9		THARP	2.8	745.2	f 7.59	**5.18**
		f	100.7		WILLARD	4.1	748.0	f	
60 WP	3.10	s 5.38	104.8		LAKESIDE	7.2	752.1	s 7.42	4.55
13	3.30	f 5.55	112.0		HAUSER	2.5	759.3	f 7.28	4.35
		f	114.5		ROGERS	1.2	761.8	f	
60	3.40	f 6.05	115.7		COOS	2.6	763.0	f 7.21	4.25
60 P	3.55	s 6.20	118.3		NORTH BEND	3.3	765.6	s 7.13	4.15
Yard BKWOYP	4.10 PM	s 6.40 AM	121.6	TO-R	MARSHFIELD	1.6	768.9	7.00 PM	4.00 AM
62 P			123.2		McCORMAC	0.8	770.5		
			124.0		CLEO	1.8	771.3		
			125.8		HAYDEN	0.8	773.1		
			126.6		INLET	4.6	773.9		
Yard P			131.2		OVERLAND	6.0	778.5		
25 P			137.2		CEDAR POINT	0.5	784.5		
			137.7		CUNNINGHAM	0.8	785.0		
Yard BP			138.5	TO	COQUILLE	2.8	785.8		
			141.3		JOHNSON	3.2	788.6		
41 P			144.5		NORWAY	0.9	791.8		
			145.4		YORK	2.0	792.7		
Yard WTP			147.4	TO	MYRTLE POINT	1.7	794.7		
			149.1		ESTABROOK	3.3	796.4		
(Spur 10)			152.4		BROADBENT	2.4	799.7		
Yard P			154.8		WARNER	1.2	802.1		
			156.0		EMMONS	3.0	803.3		
			159.0		REGAL	1.3	806.3		
Yard P			160.3		GAYLORD	1.2	807.6		
(Spur 18)			161.5		BYERLE	1.5	808.8		
			163.0		FENZLER	3.2	810.3		
Yard BKWTP			166.2	TO-R	POWERS		813.5		
	Arrive Daily Ex. Sunday	Arrive Daily			(73.1)			Leave Daily	Leave Daily Ex. Sunday
	(1.40) 17.10	(1.34) 18.30			Time over District Average Speed per Hour			(1.10) 24.42	(1.40) 17.10

Westward inferior trains may run ahead of delayed first-class trains Transfer to Eugene Yard without an order to do so.

No. 333 and No. 334 stop at Siboco and North Lake daily to pick up express and cream shipments.

ADDITIONAL FLAG STOPS		
Train	At	
All	School	M. P. 744.2
All	Ivy	M. P. 747.1
All	Bufo	M. P. 749.0
All	North Lake	M. P. 751.0

BROOKLYN SUBDIVISION

Tallman Branch

EASTWARD SECOND CLASS Capacity of sidings in car lengths	732 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 127 October 28, 1934 Tallman Branch STATIONS	Distance from Albany	WESTWARD SECOND CLASS 731 Mixed Arrive Daily Ex. Sunday
Yd. BKWOTYP	6.20 AM	690.9	TO-R	ALBANY	0.0	4.30 PM
				1.0		
P	6.24	689.5 689.9		PAGE	1.0	4.25
				2.0		
11	6.28	691.5		FROMAN	3.0	4.18
				2.2		
11	6.33	693.7		FRY	5.2	4.11
				1.7		
14	6.37	695.4		GOLTRA	6.9	4.06
				1.9		
Yard YP	6.43 AM	697.3	R	TALLMAN	8.8	4.00 PM
	Arrive Daily Ex. Sunday			(8.8)		Leave Daily Ex. Sunday
	(0.23) 22.98			Time over District Average Speed per Hour		(0.30) 17.60

Woodburn-Springfield Branch

EASTWARD SECOND CLASS Capacity of sidings in car lengths	732 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 127 October 28, 1934 Woodburn-Springfield Branch STATIONS	Distance from Woodburn	WESTWARD SECOND CLASS 731 Mixed Arrive Daily Ex. Sunday
Yard WYP		645.0	TO-R	SPRINGFIELD	92.8	
				3.9		
(Spur 11)		648.9		ARMITAGE	88.9	
				3.5		
15		652.4		COBURG	85.4	
				7.9		
(Spur 10) P		660.3		PRICEBORO	77.5	
				3.3		
12 P		663.6		ROWLAND	74.2	
				8.4		
9 PW		672.0	TO	BROWNSVILLE	65.8	
				6.3		
14		678.3		PLAINVIEW	59.5	
				4.1		
12		682.4		LOWSON	55.4	
				2.4		
Yard YP	6.45 AM	684.8	R	TALLMAN	53.0	3.55 PM
				3.7		
Yard KWP	7.15	688.5	ABS{ TO-R	LEBANON	49.3	3.45
				4.3		
14	7.30	692.8		BREWSTER	45.0	3.35
				2.1		
15	7.40	694.9		GRIGGS	42.9	3.25
				2.5		
12	7.50	697.4		CRABTREE	40.4	3.15
				1.5		
(Spur 11)	7.55	698.9		GAINES	38.9	3.10
				1.7		
		700.6		GILKEY	37.2	
				2.3		
17	8.10	702.9	TO	WEST SCIO	34.9	2.55
				1.8		
Yard WYP	8.20 AM	704.7	R	SHELBURN	33.1	2.50 PM
				2.2		
16		706.9		NORTH SANTIAM	30.9	
				1.4		
12		708.3		WEST STAYTON	29.5	
				3.8		
WP		712.1		AUMSVILLE	25.7	
				2.9		
29		715.0		SHAW	22.8	
				2.4		
16		717.4		MACLEAY	20.4	
				2.0		
YP		719.4		GEER	18.4	
				1.9		
19		721.3		PRATUM	16.5	
				1.7		
(Spur 10)		723.0		SWITZERLAND	14.8	
				4.3		
Yard WYP		727.3	TO	SILVERTON	10.5	
				2.3		
(Spur 11)		729.6		DOWNS	8.2	
				1.9		
28 P		731.5	TO	MT. ANGEL	6.3	
				2.2		
16		733.7		McKEE	4.1	
				4.1		
Yard WOYP		737.8	TO-R	WOODBURN	0.0	
	Arrive Daily Ex. Sunday			(92.8)		Leave Daily Ex. Sunday
	(1.35) 11.51			Time over District Average Speed per Hour		(1.05) 18.37

ADDITIONAL FLAG STOP: All trains, Irvinville M. P. 685.5.

Mill City Branch

EASTWARD SECOND CLASS Capacity of sidings in car lengths	732 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 127 October 28, 1934 Mill City Branch STATIONS	Distance from Shelburn	WESTWARD SECOND CLASS 731 Mixed Arrive Daily Ex. Sunday
Yard WYP	8.25 AM	705.0	R	SHELBURN	0.0	2.45 PM
				5.9		
14 P	8.50	710.9		KINGSTON	5.9	2.20
				4.5		
		715.4		WILLIAMS	10.4	
				3.3		
		718.7		MILLWOOD	13.7	
				0.6		
17 WP	9.20	719.3		LYONS	14.3	1.50
				0.9		
(Spur 9)		720.2		FAWN	15.2	
				2.3		
	9.35	722.5		FOX VALLEY	17.5	1.35
				4.1		
Yard KWYP	9.55 AM	726.6	TO-R	MILL CITY	21.6	1.15 PM
				2.9		
P		729.5		GATES	24.5	
				0.8		
		730.3		SCHROEDER	25.3	
				3.5		
P		733.8		NIAGARA	28.8	
				6.3		
10		740.1		GRANITE MOUNTAIN	35.1	
				0.7		
		740.8		HALLS	35.8	
				5.1		
Yard BOT		745.9	R	DETROIT	40.9	
				0.7		
14		746.6		LARSON	41.6	
				3.4		
		750.0		IDANHA	45.0	
	Arrive Daily Ex. Sunday			(45.0)		Leave Daily Ex. Sunday
	(1.30) 14.40			Time over District Average Speed per Hour		(1.30) 14.40

Geer Branch

EASTWARD Capacity of sidings in car lengths	Distance from San Francisco		Time Table No. 127 October 28, 1934 Geer Branch STATIONS	Distance from Geer	WESTWARD
Yd. BKWOYP	725.9	TO-R	SALEM	6.5	
			3.3		
	722.6		LACHMUND	3.2	
			3.2		
24 YP	719.4		GEER	0.0	
			(6.5)		
			Time over District Average Speed per Hour		

EASTWARD BROOKLYN SUBDIVISION WESTWARD

SECOND CLASS (Eastward: 738, 682, 742) — SECOND CLASS (Westward: 681, 737, 741, 759)

Capacity of sidings in car lengths	738 Mixed Leave Mon., Wed., Fri.	682 Local Freight Leave Daily Ex. Sunday	742 Mixed Leave Mon., Wed., Fri.	Distance from San Francisco		Time Table No. 127 October 28, 1934 West Side and Newberg Branch STATIONS	Distance from Cook	681 Local Freight Arrive Daily Ex. Sunday	737 Mixed Arrive Mon. Wed., Fri.	741 Mixed Arrive Tues., Thurs., Sat.	759 Mixed Arrive Tues., Thurs., Sat.
P				651.3		TRANSFER 6.9	112.4				
28				658.2		ALVADORE 1.9	105.5				
				660.1		GEORGETOWN 2.5	103.6				
20 P				662.6		CHESHIRE 1.9	101.1				
17 P				664.5		BEAR CREEK 2.4	99.2				
15 P				666.9		FERGUSON 4.8	96.8				
Yard			11.45 AM	671.7	TO-R	MONROE 1.3	92.0			8.45 AM	
25 Y			11.50 AM	673.0	R	ALPINE JCT. 1.8	90.7			8.40	
			12.01 PM	674.8		BURNETT 1.1	88.9			8.31	
			12.05	675.9		BARCLAY 0.9	87.8			8.28	
			12.08	676.8		BRUCE 0.8	86.9			8.25	
(Spur 10)			12.10	677.6		RECKARDS 2.6	86.1			8.22	
			12.17	680.2		BUCHANAN 1.1	83.5			8.12	
37			12.21	681.3		GREENBERRY 3.3	82.4			8.08	
33			12.35	684.6		DRY CREEK 2.3	79.1			7.58	
50			12.45	686.9		BURGESS 2.0	76.8			7.50	
YdBKWOYP			1.00 PM	688.9	TO-R	CORVALLIS 1.0 (Yaquina Csg.)	74.8			7.45 AM	
P				689.9		CORVALLIS JCT. 3.8	73.8				
				693.7		LEWISBURG 2.5	70.0				
W				696.2		CALLOWAY 2.7	67.5				
23 P				698.9		WELLSDALE 3.1	64.8				
23 P				702.0		SUVER 2.0	61.7				
20 P				704.0		PARKER 3.0	59.7				
				707.0		WIGRICH JCT. 2.3	56.7				
Yard P	7.10 AM			709.3	TO	INDEPENDENCE 1.2	54.4		7.05 AM		
51 P				710.5		V. & S. JCT. 3.8	53.2				
Yard YP	7.25			714.3	R	GERLINGER 0.7 (F. C. Csg.)	49.4		6.50 AM		3.40 PM
22 WP	7.30			715.0		DERRY 3.4	48.7				3.20
(Spur 10) P	7.40			718.4		CROWLEY 4.4	45.3				3.05
22 P	7.55			722.8		McCOY 5.3	40.9				2.55
32 P	8.10			728.1		AMITY 2.6	35.6				2.40
Yard WYP	8.20 AM			730.7	R	WHITESON 4.2	33.0				2.30 PM
Yard KWOP		12.30 PM		734.9	TO-R	McMINNVILLE 3.1	28.8	2.35 AM			
Yard YP		12.50		738.0	R	ST. JOSEPH 1.5	25.7	2.15			
17 P		1.00		739.5		LAFAYETTE 2.6	24.2	2.05			
10 P		1.10		742.1		DAYTON 4.0	21.6	1.55			
27 P		1.20		746.1		DUNDEE 2.4	17.6	1.45			
Yard P		1.55		748.5 748.8		NEWBERG 2.0	15.2	1.30			
15 WP		2.10		750.8		SPRINGBROOK 2.2	13.2	1.15			
13 P		2.25		753.0		REX 1.3	11.0	1.05			
12 P		2.30		754.3		CHEHALEM 0.4	9.7	1.00			
11		2.35		754.7		VOTAW 1.4	9.3	12.55			
				756.1		MIDDLETON 1.5	7.9				
25 P		2.40		757.6		SHERWOOD 1.9	6.4	12.50			
				759.5		CIPOLE 1.0	4.5				
				760.5		HERRMAN 1.5	3.5				
20 P		2.50		762.0		TUALATIN 0.4	2.0	12.40			
				762.4		GALBREATH 1.6	1.6				
Yard WYP		3.00 PM		764.0		COOK	0.0	12.30 AM			
	Arrive Mon. Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.			(112.4)		Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.	Leave Tues., Thurs., Sat.
	(1.10) 14.06	(2.30) 11.52	(1.15) 13.76			Time over District Average Speed per Hour		(2.05) 13.82	(0.15) 20.00	(1.00) 17.20	(1.10) 14.06

EASTWARD BROOKLYN SUBDIVISION WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 746 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 127 October 28, 1934 Bellfountain Branch STATIONS	Distance from Bailey Jct.	SECOND CLASS 745 Mixed Arrive Daily Ex. Sunday
Yard	9.45 AM	679.9	R	DAWSON 1.8	4.9	9.41 AM
		678.1		CEBU 1.1	3.1	
	10.07	677.0		BELLFOUNTAIN 2.0	2.0	9.29
Yard W	10.22 AM	675.0	R	BAILEY JCT.	0.0	9.20 AM
	Arrive Daily Ex. Sunday			(4.9)		Leave Daily Ex. Sunday
	(0.37) 7.94			Time over District Average Speed per Hour		(0.21) 14.00

EASTWARD WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 748 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 127 October 28, 1934 Alpine Branch STATIONS	Distance from Alpine Jct.	SECOND CLASS 745 Mixed Arrive Daily Ex. Sunday	SECOND CLASS 747 Mixed Arrive Daily Ex. Sunday
Yard		678.8		GLENBROOK 2.6	5.8		
12	11.00 AM	676.2		ALPINE 1.2	3.2		10.35 AM
Yard P	11.15	675.0	R	BAILEY JCT. 2.0	2.0	9.15 AM	10.25 AM
25 Y	11.30 AM	673.0	R	ALPINE JCT.	0.0	9.05 AM	
	Arrive Daily Ex. Sunday			(5.8)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.30) 6.40			Time over District Average Speed per Hour		(0.10) 12.00	(0.10) 7.19

EASTWARD WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 758 Mixed Leave Tues., Thurs., Sat.	Distance from San Francisco		Time Table No. 127 October 28, 1934 Willamina Branch STATIONS	Distance from Whiteson	SECOND CLASS 757 Mixed Arrive Mon., Wed., Fri.
Yard BKWOY	12.30 PM	749.3	TO-R	WILLAMINA 4.6	18.7	10.25 AM
21	1.00	744.7	TO	SHERIDAN 4.2	14.1	10.10
15	1.25	740.5		BALLSTON 2.8	9.9	9.40
Yard Y	1.35	737.7	R	BROADMEAD 2.6	7.1	9.30
	1.50	735.1		HARRISON 0.8	4.5	9.15
22	2.00	734.3		BRIEDWELL 3.7	3.7	9.10
37 WYP	2.15 PM	730.6	R	WHITESON	0.0	8.55 AM
	Arrive Tues., Thurs., Sat.			(18.7)		Leave Mon., Wed., Fri.
	(1.45) 10.68			Time over District Average Speed per Hour		(1.30) 12.47

See page 9 for additional trains between Corvallis and Corvallis Jct.

BROOKLYN SUBDIVISION

EASTWARD — **SECOND CLASS** | **WESTWARD** — **SECOND CLASS**

Time Table No. 127

October 28, 1934

Yaquina Branch

Capacity of sidings in car lengths	710 Mixed Leave Mon. Wed., Fri.	706 Mixed Leave Tues., Thurs., Sat.	Distance from San Francisco		STATIONS	Distance from Albany	705 Mixed Arrive Mon., Wed., Fri.	709 Mixed Arrive Tues., Thurs., Sat.
Yd. BWOTP			774.3	R	YAQUINA 2.0	83.4		
			772.3		OYSTERVILLE 5.7	81.4		
P			766.6		ALTREE 1.0	75.7		
Yard WP		7.45 AM	765.6	TO	TOLEDO 6.3	74.7	12.45 PM	
			759.3		STORRS 2.8	68.4		
		8.15	756.5		ELK CITY 2.7	65.6	12.05 PM	
		8.25	753.8		MORRISON 3.2	62.9	11.50 AM	
13 P		8.40	750.6		CHITWOOD 5.4	59.7	11.35	
35		9.00	745.2		EDDYVILLE 6.3	54.3	11.15	
40		9.20	738.9		NORTONS 5.2	48.0	10.50	
33 WP		9.40	733.7		NASHVILLE 5.2	42.8	10.30	
36 P		10.05	728.5		SUMMIT 2.5	37.6	10.05	
			726.0		DEVITT 2.8	35.1		
12 P		11.25	723.2		BLODGETT 1.2	32.3	8.30	
W			722.0		ALDER 3.6	31.1		
10			718.4		HARRIS 1.2	27.5		
			717.2		RUSSELL 1.3	26.3		
15 P		11.55 AM	715.9		WRENS 5.6	25.0	7.50	
		12.15 PM	710.3		NOON 0.9	19.4		
			709.4		FLYNN 0.9	18.5		
21 WP		12.30	708.5		PHILOMATH 2.5	17.6	7.20	
			706.0		CONROY 2.9	15.1		
Yd. BKWOYP	1.10 PM	1.10	703.1	TO-R	CORVALLIS 1.0	12.2	7.00	7.00 AM
P	1.25	1.25	702.1		CORVALLIS JCT. 5.0	11.2	6.40	6.40
25 P	1.45	1.45	697.1		GRANGER 4.5	6.2	6.23	6.23
			692.6		NORTH ALBANY 1.7	1.7		
Yd. BKWOYP	2.10 PM	2.10 PM	690.9	TO-R	ALBANY	0.0	6.00 AM	6.00 AM
	Arrive Mon., Wed., Fri.	Arrive Tues. Thurs., Sat.			(83.4)		Lv. Monday Wed., Fri.	Lv. Tuesday Thurs., Sat.
	(1.00) 12.20	(6.25) 11.64			Time over District Average Speed per Hour		(6.45) 11.06	(1.00) 12.20

Time Table No. 127

October 28, 1934

Tillamook Branch

Capacity of sidings in car lengths	EASTWARD SECOND CLASS 688 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		STATIONS	Distance from Timber	WESTWARD SECOND CLASS 687 Mixed Arrive Daily Ex. Sunday
Yd. BKWOYP	6.00 AM	855.8	TO-R	TILLAMOOK 2.5	62.7	1.50 PM
		853.3		JUNO 1.9	60.2	
12	6.15	851.4		IDAVILLE 1.5	58.3	1.29
(Spur 10)	6.25	849.9		BAY CITY 3.5	56.8	1.10
20	6.45	846.4		MIAMI 0.7	53.3	12.40
Yard	6.55	845.7	TO	GARIBALDI 1.9	52.6	12.35
12 W		843.8		BARVIEW 1.4	50.7	12.20
		842.4		WATSECO 0.6	49.3	
		841.8		TWIN ROCKS 0.6	48.7	
		841.2		SALTAIR 0.5	48.1	
	7.15	840.7		ROCKAWAY 0.7	47.6	12.05 PM
11	7.20	840.0		LAKE LYTLE 0.7	46.9	11.50 AM
		839.3		MANHATTAN BEACH 0.7	46.2	
		838.6		HADDON 1.5	45.5	
26	7.30	837.1		JETTY 0.6	44.0	11.30
	7.45	836.5		BRIGHTON 2.9	43.4	11.25
Yd. BKWOP	8.15	833.6	TO-R	WHEELER 0.4	40.5	10.30
		833.2		HALL ST. 2.0	40.1	
10 P	8.45	831.2		MOHLER 2.8	38.1	10.15
	8.55	828.4		KNUDSON 1.3	35.3	10.00
Yard		827.1		FOSS 0.4	34.0	
		826.7		LYNBROOK 1.6	33.6	
59 P	**9.30**	825.1		BATTERSON 2.6	32.0	**9.30**
P		822.5		NEHALEM FALLS 1.4	29.4	
		821.1		MAPLES 1.3	28.0	
		819.8		RECTOR 0.9	26.7	
16 P	10.00	818.9		WAKEFIELD 3.2	25.8	8.54
33 TP	10.25	815.7		SALMONBERRY 2.3	22.6	8.25
		813.4		BELFORT 1.1	20.3	
P		812.3		PRESTON 1.3	19.2	
Yard WTP	11.00	811.0	TO	ENRIGHT 0.6	17.9	8.00
		810.4		CREEKSIDE 2.4	17.3	
P		808.0		EDWARDS 1.0	14.9	
11 P	11.25	807.0		BELDING 0.6	13.9	7.40
		806.4		HILLBURN 1.3	13.3	
47 P	11.40 AM	805.1		MAYO 5.1	12.0	7.30
Yd. KWOTP	12.15 PM	800.0	TO	COCHRAN 1.4	6.9	7.00
	12.25	798.6		RELIANCE 1.8	5.5	6.30
38 P	12.35	796.8		WEDEBURG 2.5	3.7	6.20
(Spur 23)	12.55	794.3		WEST TIMBER 1.2	1.2	6.05
Yd. BKWOTP	1.00 PM	793.1	TO-R	TIMBER	0.0	6.00 AM
	Arrive Daily Ex. Sunday			(62.7)		Leave Daily Ex. Sunday
	(7.00) 9.20			........Time over District........ ....Average Speed per Hour........		(7.50) 8.00

Time Table No. 127

October 28, 1934

Falls City Branch

Capacity of sidings in car lengths	EASTWARD SECOND CLASS 760 Mixed Leave Tues., Thurs., Sat.	730 Mixed Leave Daily	726 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		STATIONS	Distance from Salem	WESTWARD SECOND CLASS 725 Mixed Arrive Daily Ex. Sunday	737 Mixed Arrive Mon., Wed., Fri.	729 Mixed Arrive Daily
Yard YWP		12.45 PM		746.8	TO-R	BLACK ROCK 3.8	28.6			11.45 AM
12		1.00		743.0	TO	FALLS CITY 2.5	24.8			11.20
P		1.20		740.5		BUMAN 0.3	22.3			11.12
		1.21		740.2		BRIDGEPORT 1.0	22.0			11.11
		1.24		739.2		FERNS 0.4	21.0			11.08
12 P		1.25		738.8		GILLIAMS 0.9	20.6			11.07
		1.28		737.9		TEATS 4.0	19.7			11.05
Yd. BKWOYP		2.00 PM	11.00 AM	733.9	TO-R	DALLAS 4.2	15.7	6.50 AM		10.45 AM
			11.15	729.7		NESMITH 0.8	11.5	6.34		
Yard YP	3.50 PM		11.18	728.9	R	GERLINGER 0.4 (W. S. Csg.)	10.7	6.32	6.45 AM	
33	3.55		11.20	728.5		THIELSEN 1.4	10.3	6.30	6.40	
	3.59		11.25	727.1		GREENWOOD 1.5	8.9	6.26	6.36	
	4.03		11.30	725.6		McNARY 0.9	7.4	6.22	6.32	
	4.06		11.33	724.7		HOSFORD 0.8	6.5	6.19	6.29	
WP	4.10		11.36	723.9		EOLA 1.3	5.7	6.16	6.26	
Yard P	4.13		11.40	722.6		WINONA 2.0	4.4	6.12	6.22	
(Spur 11)	4.20		11.48 AM	720.6		WEST SALEM 0.4	2.4	6.05	6.15	
12				720.2		PINCKNEY 0.5	2.0			
				719.7		O. E. CROSSING 0.9	1.5			
P	4.30		12.05 PM	718.8		LEMROCK 0.6	0.6	5.55	6.05	
Yd. BKWOYP	4.35 PM		12.15 PM	718.2	TO-R	SALEM	0.0	5.50 AM	6.00 AM	
	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily Ex. Sunday			(28.6)		Leave Daily Ex. Sunday	Leave Mon. Wed., Fri.	Leave Daily
	(0.45) 14.26	(1.15) 10.32	(1.15) 12.56			........Time over District........ ....Average Speed per Hour........		(1.00) 15.70	(0.45) 14.26	(1.00) 12.90

See pages 4 and 5 for additional trains between Lemrock and Salem. Falls City branch trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock without an order to do so.

ADDITIONAL FLAG STOPS: Black Rock Post Office ½-mile East Black Rock exchange mail.

Time Table No. 127

October 28, 1934

Molalla Branch

Capacity of sidings in car lengths	EASTWARD Distance from San Francisco		STATIONS	Distance from Canby	WESTWARD
Yard	757.6		MOLALLA 3.0	10.8	
10	754.6		LIBERAL 0.1	7.8	
	754.5		W. V. R. CROSSING 2.3	7.7	
24	752.2		RAMES 0.9	5.4	
	751.3		SCOTT 1.7	4.5	
	749.6		KRAFT 2.8	2.8	
36	746.8	TO-R	CANBY	0.0	
			(10.8)		
			........Time over District........ ....Average Speed per Hour........		

BROOKLYN SUBDIVISION

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS			686 Local Freight Leave Daily Ex. Sunday	682 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 127 Oct. 28, 1934 Westside and Tillamook Branch STATIONS	Distance from Willsburg Jct.	SECOND CLASS 685 Local Freight Arrive Daily Ex. Sunday	681 Local Freight Arrive Daily Ex. Sunday			
Yd. BKWOTP				3.00 PM		793.1	TO-R	TIMBER	52.0	4.05 AM				
								0.6						
(Spur 13) P						792.5		HULBERT	51.4					
								3.3						
(Spur 16)						789.2		WALCOTT	48.1					
								0.7						
62 P				3.20		788.5		STRASSEL	47.4	3.45				
								3.6						
P				3.35		784.9		SCOFIELD	43.8	3.30				
								3.7						
Yard WYP				3.50		781.2		BUXTON	40.1	3.15				
								2.3						
						778.9		MANNING	37.8					
								0.6						
						778.3		CARSTENS	37.2					
								0.9						
						777.4		THORNBURG	36.3					
								0.9						
						776.5		DAVIES	35.4					
								1.8						
34 P				4.15		774.7		BANKS	33.6	2.55				
								0.9						
(Spur 23)						773.8		WILKESBORO	32.7					
								1.3						
(Spur 9)				4.25		772.5		ROY	31.4	2.40				
								2.3						
23				4.35		770.2		SCHEFFLIN	29.1	2.35				
								1.1						
				4.40		769.1		BAGLEY	28.0	2.30				
								2.7						
48						766.4		MAHAN	25.3					
								0.9						
21 P						765.5		MAIN STREET	24.4					
								0.1						
						765.4		O. E. CROSSING	24.3					
								0.4						
Yd. BKWOYP				5.35		765.0 766.2	TO-R	HILLSBORO	23.9	2.20				
								1.6						
P						767.8		NEWTON	22.3					
								3.1						
33 P				5.50		770.9		REEDVILLE	19.2	1.20				
								1.5						
9						772.4		ALOHA	17.7					
								0.6						
						773.0		HUBER	17.1					
								1.1						
						774.1		ST. MARYS	16.0					
								1.3						
50 Yard P				6.10		775.4		BEAVERTON	14.7	1.05				
								2.2						
						777.6		FANNO	12.5	12.50				
								0.8						
13				6.20		778.4		ROBINSON	11.7	12.45				
								0.8						
IP						779.2		O. E. CROSSING	10.9					
								0.7						
				6.25		779.9		TIGARD	10.2	12.35				
								2.9						
Yard WYP				6.45	3.05 PM	782.8 764.0	A.B.S. R	COOK	7.3	12.20	12.30 AM			
								0.5						
48				6.50	3.07	764.5		BRYANT	6.8	12.15	12.25			
								3.3						
25 Yard P				7.04	3.20	767.8	TO	OSWEGO	3.5	12.05 AM	12.15			
								0.3						
P				7.05	3.21	768.1		WILSONIA	3.2	11.49 PM	12.05			
								0.9						
34 P				7.09	3.25	769.0		MENEFEE	2.3	11.43	12.01 AM			
								1.1						
				7.13	3.30	770.1		MILWAUKIE	1.2	11.40	11.57 PM			
								1.2						
P				7.18 PM	3.35 PM	771.3		WILLSBURG JOT.	0.0	11.36 PM	11.52 PM			
				Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(52.0)		Leave Daily Ex. Saturday	Leave Daily Ex. Saturday			
				(4.18) 12.09	(0.30) 14.60			........Time over District.......... ....Average Speed per Hour..........		(4.29) 11.60	(0.38) 11.53			

EASTWARD — WESTWARD

Capacity of sidings in car lengths		Distance from San Francisco		Time Table No. 127 Oct. 28, 1934 West Side Branch STATIONS	Distance from Hillsboro	
17 YP		738.0	R	ST. JOSEPH	26.5	
				4.2		
95 Yd. KWP		742.2	TO	CARLTON	22.3	
				1.7		
		743.9		BATAN	20.6	
				1.7		
20 P		745.6		YAMHILL	18.9	
				2.4		
14 P		748.0		COVE ORCHARD	16.5	
				2.7		
11		750.7		WAPATO	13.8	
				2.4		
17 WP		753.1		GASTON	11.4	
				0.7		
31		753.8		PATTON	10.7	
				1.1		
(Spur 20) P		754.9		SEGHERS	9.6	
				2.0		
21 P		756.9		DILLEY	7.6	
				0.9		
		757.8		DETOUR	6.7	
				1.2		
Yard P		759.0		FOREST GROVE	7.9	
				1.9		
23		758.5 759.2		CARNATION	6.0	
				2.5		
28 P		761.7		CORNELIUS	3.5	
				1.0		
		762.7		KILLGORE	2.5	
				0.9		
		763.6		JOBE	1.6	
				1.1		
P		764.7		RANGE	0.5	
				0.5		
Yard BKWOYP		765.2	TO-R	HILLSBORO	0.0	
				(26.5)		
				..............Time over District.............. ....Average Speed per Hour.........		

EASTWARD — WESTWARD

Capacity of sidings in car lengths		Distance from San Francisco	Time Table No. 127 Oct. 28, 1934 Newberg Branch STATIONS	Distance from Jefferson St.	
P		768.1	WILSONIA	6.7	
			1.5		
		769.6	RIVERWOOD	5.2	
			0.3		
		769.9	RIVERA	4.9	
			1.4		
18		771.3	CEMETERY	3.5	
			1.3		
		772.6	JONES	2.2	
			0.5		
(Spur 10)		773.1	ZIMMERMAN	1.7	
			0.2		
		773.3	MULBOX	1.5	
			1.5		
Yard		774.8	JEFFERSON ST.	0.0	
			(6.7)		
			..............Time over District.............. ....Average Speed per Hour.........		

SPECIAL INSTRUCTIONS

"SAFETY"

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Manager of Time Service. 65 Market St., San Francisco.

Ashland	Chas. A. White
Medford	Larry Schade
Grants Pass	Bert Barnes
Roseburg	A. Salzman
Eugene	J. A. Hoffman
Eugene	Seth Laraway
Albany	F. M. French & Son
Salem	Pomeroy & Keene
Woodburn	E. E. Piper
E. Portland, Weatherly Bldg.	W. L. Young
Portland, 530 S. W. Washington St.	Wm. H. Saxton
Reedsport	E. Haskell
Marshfield	J. H. Mills
Coquille	V. R. Wilson
Springfield	E. G. Privat
Hillsboro	J. L. Anderson
McMinnville	Dielschneider Bros.
Corvallis	R. G. Warren
Dallas	W. C. Retzer
Tillamook	Eugene Jenkins

RULE 14 (b). Within the city limits of Salem not necessary to give two long sounds of whistle when stop is made before passing over railroad crossings except that when visibility is obscured by fog or inclement weather moderate use of whistle will be made.

RULE 14 (D). Springfield Junction: Eastward Siskiyou Line trains when recalling flagman from the west at that point, will sound six long blasts, instead of four.

RULE 14 (m). At crossings within the city limits of Salem and Hillsboro it will not be necessary to give one long sound of whistle approaching railroad crossings, except that when visibility is obscured by fog or inclement weather moderate use of whistle will be made.

Eastward freight trains will discontinue whistling approaching Brooklyn.

RULE 19. Markers must be kept burning between Lawler and Cascade Summit at all times.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). At the following stations only the trains indicated will register:

Eugene: First-class trains.
Springfield: Nos. 5, 6 and 18.
Springfield Jct.: No. 7.

Extra trains will register at:
Grants Pass Cook Gerlinger

Registration of Marshfield subdivision trains originating or terminating at Eugene passenger station will be transmitted by telephone to operator at Eugene Yard Office, who must enter same on register. The entry must be verified by operator at yard office repeating registration for verification.

RULE 83 (B). At open train order offices trains may register by ticket as follows:

Crescent Lake: No. 17.
Oakridge: First-class trains and Nos. 661 and 662.
Springfield: Nos. 5, 6 and 18.
Eugene Yard: First-class trains.
Albany: First-class trains and Nos. 663 and 664.
Salem: First-class trains and Nos. 663 and 664.
Brooklyn: First-class trains.

RULE 83 (C). Before using Union Pacific main track, East Portland, yard crews will secure train order register check, at East Portland Tower, on overdue first-class trains, per Union Pacific Rule 83 (C). No time will be put out on such trains as are late on their schedule, and yardmen will be expected to protect against delayed first-class trains, per Union Pacific Rule 93.

RULE 83 (D). Trains must obtain a clearance before leaving:

Medford
Grants Pass
Oakridge
Marshfield
Albany
Salem
Mill City
Corvallis
Eugene
Dallas

RULE S-83 (E). Trains may check the register against extra trains and proceed if such extra train appears on the register with the number of its restricting order (Registered in Column captioned "Handled on trip").

When a train is authorized to check the register against an extra train, the authorized train must register and place the restricting order number in Column captioned "Handled on trip."

RULE 92. Will not apply to movement of trains East Morrison Street, to Portland.

RULE 93. Cars may be stored on east leg of wye Alpine Jct. (Bailey Jct. yard). On main track at Bailey Jct. On main track west of Alpine (Glenbrook yard) and on Geer main track (Salem yard).

RULE 93. Yards are established at the following stations:

ASHLAND

MEDFORD
(Medford yard limits extend to yard sign west of Kane.)

GOLD HILL GRANTS PASS GLENDALE

WEST FORK ROSEBURG DRAIN

COTTAGE GROVE
(Cottage Grove yard limits extend to yard sign 300 feet west of west switch Monett and to yard sign M. P. 627.1.)

EUGENE
(Eugene yard limits extend to yard signs west of University Spur, Eugene, east of Eugene Yard, and 7840 feet east of O. E. Crossing, Coos Bay Branch.)

CRESCENT LAKE

CASCADE SUMMIT

OAKRIDGE

SPRINGFIELD
(Springfield yard limits extend to Springfield Junction, and to yard signs west of Mohawk Junction.)

WENDLING

ALBANY
(Albany yard limits extend to yard sign west of Page.)

SALEM
(Salem yard limits extend to yard signs east of Fair Grounds, west of Pringle, east and west of wye switches at Geer and west of West Salem.)

WOODBURN
(Woodburn yard limits extend to yard sign west of Poplar.)

CANBY
(Yard limits extend to yard sign at M. P. 748.2 Molalla Branch and 200 feet east of east switch at Flander.)

MOLALLA

PORTLAND
(Portland yard limits extend to yard signs west of Willsburg Junction and Jefferson St.)

REEDSPORT
(Yard limits extend to yard sign 50 feet west of Umpqua River bridge.)

MARSHFIELD
(Marshfield yard limits extend to yard signs west of North Bend and east to M. P. 771.2).

OVERLAND

COQUILLE
(Coquille yard limits extend to yard sign at M. P. 786.9).

MYRTLE POINT WARNER GAYLORD

POWERS
(Powers yard limits extend to yard sign, 300 feet west of M. P. 812.)

YAQUINA

TOLEDO
(Toledo yard limits extend to yard sign west of Altree.)

TALLMAN

LEBANON

SHELBURN

MILL CITY

DETROIT
(Detroit yard limits extend to yard sign west of Larson.)

SILVERTON

OSWEGO
(Oswego yard limits extend to yard signs 2110 feet east of Junction switch Wilsonia on Newberg Branch, and 57 feet west of west switch Menefee.)

COOK
(Cook yard limits extend to yard signs east of Bryant, west of Jean, and west of west wye Switch on Tigard Branch.)

BEAVERTON

HILLSBORO
(Hillsboro yard limits extend to yard signs west of Range, west of Mahan and east to M. P. 767.0, West Side Branch.)

FOREST GROVE
(Forest Grove yard limits extend 1000 feet east of east switch Carnation, and 1000 feet west of west switch Detour and includes spur leading from Detour to Forest Grove city station.)

SEGHERS

CARLTON

ST. JOSEPH
(Yard limits extend to yard signs at M. P. 737.5 and M. P. 738.4 West Side Branch and to M. P. 738.4 Newberg Branch.)

McMINNVILLE

WHITESON

GERLINGER
(Gerlinger yard limits extend to yard sign east of Thielsen, and east of Derry.)

INDEPENDENCE
(Independence yard limits extend to yard sign east of V. & S. Jct.)

CORVALLIS
(Corvallis yard limits extend to yard signs east of Corvallis Junction, and west of Burgess.)

MONROE

BAILEY JCT.
(Bailey Jct. yard limits extend to yard sign to include both legs of wye at Alpine Jct., west of Bailey Jct. on Alpine Branch and west of Bailey Jct. on Bellfountain Branch.)

GLENBROOK
(Glenbrook yard limits extend to yard sign east of Alpine.)

DAWSON
(Dawson yard limits extend to stop sign west of Dawson.)

BROADMEAD
(Broadmead yard limits extend to yard sign west of Perrydale.)

WILLAMINA

NEWBERG
(Newberg yard limits extend to yard sign east of Meridian and west of First Street.)

WINONA

DALLAS

BLACK ROCK

BUXTON

TIMBER
(Timber yard limits extend to yard sign east of Hulbert.)

COCHRAN ENRIGHT SALMONBERRY

FOSS WHEELER

GARIBALDI
(Garibaldi yard limits extend to yard sign west of Miami.)

TILLAMOOK

RULE 98.

Railroad Crossings not interlocked.

Eugene Yard and Transfer	O. E. Crossing
Albany Yard	O. E. Crossings
Gerlinger	Falls City Branch
Pinckney and Lemrock	O. E. Crossing M. P. 719.7
Hillsboro, Range Street	O. E. Crossing
Rames and Liberal	W. V. R. Crossing

at which trains will stop before crossing and be governed by Rule 14 (B). When trains stop on crossings not protected by interlocking signals the other line must be protected per Rule 99.

RULE 104. THE NORMAL POSITION OF SWITCHES AT JUNCTIONS WILL BE AS FOLLOWS:

Wilsonia	For West Side Branch	Alpine Jct.	For West Side Branch
Cook	For Newberg Branch	Transfer	For Coos Bay Branch
Hillsboro	For Tillamook Branch	Bailey Jct.	For Bellfountain Branch
St. Joseph	For Newberg Branch	Springfield Jct.	For Cascade Line
Whiteson	For West Side Branch	Mohawk Jct.	For Cascade Line

West wye switch Geer will be left set and locked for movements between Salem and Lebanon and east wye switch for movements between Salem and Silverton.

West wye switch Shelburn will be left set and locked for movements between Mill City and Lebanon, and east wye switch for movements between Lebanon and Geer.

Lebanon—Oregon Electric Ry. switch is located at M. P. 688-9 east of Lebanon station and normal position is for Southern Pacific main track.

East wye switch at Tallman will be left set and locked for movements between Albany and Lebanon and west wye switch for movements between Lebanon and Brownsville.

At Larson, junction switch for Hammond Lumber Company spur, leading off main track will be lined and locked for their spur, this acting as a derail. Cars will be stored on main track between junction switch and Idanha. Trains and engines using this track must move with caution expecting to find track occupied by cars.

Switches at Corvallis and Corvallis Jct. must be left set and locked for movement between Albany and Philomath via Sixth Street line.

Switches at Dallas must be left set and locked for movement between Salem and Dallas passenger station.

DERAILERS IN MAIN TRACK

Clearance point main track Siskiyou line at Springfield Jct.
Clearance point main track Wendling Branch at Mohawk Jct.
241 ft. west of west siding switch main track at Detroit.
Clearance point main track West Side Branch at Willsburg Jct.
Yaquina, 500 feet west of station.
Clearance point main track Falls City Branch at Lemrock.
Clearance point main track West Side Branch at Wilsonia.
Clearance point main track West Side Branch at Transfer.
Clearance point main track Alpine Branch at Bailey Jct.
375 feet east of east switch, Glenbrook.
100 feet east of Dawson.
Willamina, 850 feet west of station.
600 feet east of siding at Black Rock.

RULE 105. SIDINGS.

Cascade Summit {Eastward siding (Lake Side).
Westward siding (Station Side, on right going west).

Oakridge—No. 1 Track—Passenger Trains.
No. 2 Track—Eastward freight trains.
No. 3 Track—Westward freight trains.

Junction City—No. 1 Track next to main track.
Brooklyn—Track "A."
Reedsport—Track opposite Passenger Station.
Myrtle Point—House Track.
Oswego—Track opposite station.
Cochran—Long track between east switch and connection to main track west of station.

Ashland—Eastward freight trains will use No. 1 track and when necessary double over to No. 3 track. Westward freight trains will use No. 4 track and when necessary double to No. 2 track. During the hours no yard engine is on duty both freight and passenger trainmen will be required to head their trains in and out of Ashland yard, also set out or pick up any cars for their train and handle their engines to and from roundhouse.

Roseburg—Passenger trains taking siding to meet trains will use No. 5 track, entering switch for eastward trains just east of signal No. 5724, for westward trains just west of signal No. 5729. Eastward freight trains entering yard will use No. 1 track. Westward freight trains will use scale track. Trains holding main track must stop clear of switch used by train to be met in entering No. 5 track.

Eugene Siding extends from signals 6472-6473 to signals 6490-6491 and first class trains (except Marshfield Subdivision first class trains) will use siding between signals 6472-6473 and 6476-6477.

Marshfield subdivision main track ends at Eugene at switch connecting with Eugene siding at signals 6482-6483. Marshfield Subdivision trains must use this siding to and from Eugene Passenger Station. Other trains must not use this siding when such use will interfere with the movement of Marshfield Subdivision first-class trains. Switch at junction Marshfield Subdivision main track and Eugene siding must be left set and locked for Marshfield Subdivision.

Page siding extends from signals 6898-6897 to signals 6906-6907.

Oregon Electric Ry. connection is located at M. P. 691.3, Albany yard.

Albany siding extends from signals 6906-6907 to signals 6910-6911.

When eastward first-class trains are to take siding at Albany to meet other trains they will take siding at connection switch just east of signals 6906-6907.

Tallman Branch main track ends at clearance point west of west switch Page. Tallman Branch trains must use Page siding and Albany siding between Page and Albany, other trains must not use Page siding and Albany siding when such use will interfere with the movement of Tallman Branch trains.

Yaquina Branch main track ends at switch at east end of curve connecting with track parallel with main track in east end of Albany yard which is track nearest the passenger station.

Geer Branch at Salem ends at signboard near passenger station and at Geer ends at first wye switch which must be left set and locked for east leg of wye.

When eastward trains are to take siding at Salem to meet other trains, they will take siding at connection switch just east of signals 7178-7179.

Canby siding extends from signals 7464-7465 to signals 7468-7469. Flander siding extends from signals 7468-7469 to signals 7478-7479. Molalla Branch ends at Flander at west wye switch connecting with the siding which extends to Canby.

RULE 206 (A). Regular trains are not required to obtain clearance at Gerlinger, Dawson, Alpine, Bailey Junction, Alpine Junction or Whiteson. This does not supersede Rule 83 (D).

RULE 221. The light will not be displayed in train order signals at following stations, except when train orders are to be delivered:

Enright
Mt. Angel
Marcola
Garibaldi
Silverton
Toledo
Brownsville
Cochran
Wheeler
Carlton
McMinnville
Monroe
Sheridan
Coquille
Myrtle Point

That portion 4th paragraph Rule 221, permitting Operators to wig-wag train order signal under certain conditions will not apply at:

Wicopee—eastward trains
Myrtle Creek—all trains

or at any train order office when due to weather or other conditions visibility of enginemen on approaching train is obscured.

Train order signal Eugene Yard does not apply to Marshfield subdivision trains originating or terminating at Eugene.

RULE 221 (A). Rule 221 (A) is so interpreted as to make it unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatchers, nor will they complete that portion of clearance (Form CS-2643) reading:

"OK at................M..........Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or signal dispatching limits.

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, operators must repeat address and order numbers and obtain dispatcher's OK before the orders are delivered.

RULE 516. Overlap posts affecting trains are located:

Eastward trains: Latham, 1700 feet west of signal 6252.
Swain, 1900 feet east of signal 6594 or opposite fouling point of storage track.
East Milwaukie, 2000 feet west of east switch.
Coos, center of siding.

Westward trains: Reed, 1740 feet east of west switch.

RULE 827. Eastward freight trains will stop for inspection at Cruzatte, Wicopee, McCredie Springs and Timber, except that when stop is made at Fields of ten minutes or more inspection will be made there instead of Wicopee. Westward freight trains will stop at Hugo and Mayo. Between other points maximum distance any freight train may run without stopping for inspection will be between points where stops are made to take water, providing such stops are not greater than 50 miles apart. Freight trains not permitted to run more than 50 miles without stopping for inspection, except when conditions are favorable and in the judgment of Conductor it is safe to do so, freight trains in either direction may run without making stop for inspection between Eugene yard and Marion and between Marion and Brooklyn. Usual inspection must be made at any intermediate stop.

USE OF RETAINERS

Retainers will be used on descending grades as follows:

Cascade Summit-Oakridge		1 valve for every 140 Ms in train.
Glendale-Grants Pass		
Timber-Enright		1 valve for every 100 Ms in train.
Black Rock-Falls City		
Tunnel 25-Buxton		1 valve for every 120 Ms in train.
Summit-Nashville		
Divide-Comstock	Freight trains only	1 valve for every 150 Ms in train.
Rice Hill-M.P. 594		
Rice Hill-M.P. 602		

Speed of freight trains must not exceed TWENTY-FIVE (25) MILES per hour. For the first FIVE (5) MILES the time consumed in traveling any one mile must not be less than THREE (3) MINUTES. This will not be authority to exceed specified speed restrictions.

Freight and work trains passing Cochran must be given a retainer test by car inspectors when on duty and by trainmen when car inspectors are not on duty. Trains must not leave Cochran with more than one retainer in ten inoperative.

In operating retainers they should be turned up commencing at the head end and when turned down commencing at the rear end.

Gross tonnage of any freight train must not exceed 100 Ms per operative brake between Timber and Belding.

AIR BRAKE TESTS

Running tests must be made as follows:

W. V. S. Crossing—Westward passenger trains when reducing speed for curves just east of Clackamas river bridge.

Eastward passenger trains, when reducing speed for curves approaching Oregon City.

Portland Steel Bridge—Passing East Clay Street.

Eastward passenger trains leaving Grants Pass; and east of Cascade Summit.

Westward passenger trains leaving Glendale.

Marshfield Subdivision—One mile east and west of Siuslaw River Bridge Cushman, Umpqua River Bridge at Reedsport, Coos Bay Bridge between Coos and North Bend, Coalbank Slough at Marshfield.

Newberg Branch—East and west of Rex.

Tillamook Branch—Eastward trains before descending grade east of Tunnel 25.

Standing rear end air tests must be made on all trains at Cochran.

Between Cascade Summit and Oakridge an emergency hose must be applied on eastward freight trains at the most accessible place between the 8th and 15th cars from the head end.

When helper engine is in train, after rear end test has been made, the leading engine must not attempt to start until the helper engine has whistled off. The helper engine must not whistle off until receiving a signal from rear, which will not be given before the air pressure on caboose gauge indicates 70 pounds.

When air hose has been separated and pressure in rear of train has leaked below 70 pounds, as indicated on caboose gauge, before starting train, signal must be given from rear end. In order to carry out these instructions, a trainman must be stationed so as to observe caboose gauge.

Air brakes on two adjoining cars must not be cut out leaving any station where cars can be separated.

Standing air test will be made one minute before passenger trains leave Union Station, Portland, as follows: Air inspector will attach gauge to rear end of train and give four blasts of air signal from rear car. Enginemen will make full service application. Inspector will note fall of pipe pressure and then signal engineman to release by four blasts of air signal. If pressure comes up on brake pipe on rear end to the standard carried, conductor will be advised that train is ready to proceed. Passenger trains leaving Portland will not make running test until after crossing Willamette River Bridge. Rear brakeman of westward passenger trains making running test after crossing Willamette River Bridge, Portland, per Rule 16, Rules and Regulations Governing Care and Operation of Air Brake and Air Signal Apparatus, must signal enginemen by use of signal whistle.

When passing over Willamette River Bridge, Portland, a trainman will remain at rear of train in position to apply emergency brake if necessary.

AUTOMATIC BLOCK SYSTEM

Between signal bridge west of train order office, Brooklyn, and Clay St., trains stopped by signals 7666, 7672, 7678, 7686, 7687, 7679 or 7673 may then proceed with caution not exceeding 10 miles per hour, to next clear distant or home signal. Flagman need not precede train.

At Hawthorne Ave. interlocking plant trains stopped by signals SA 7691 and SA 7693 may, after complying with Rule 663, proceed through automatic portion of block with caution not exceeding 10 miles per hour to next home signal. Flagman need not precede train.

Movement over S. P. & S. crossings against the current of traffic on double track East Portland between Main and Madison Streets will be governed by signals governing traffic on the opposite track. If the view of signals is obstructed, flag over this crossing.

First-class trains run with caution between signal bridge west of train order office Brooklyn and Union Station Portland.

Lemrock—Dwarf signal 7191 on Falls City Branch governs movements of trains from Falls City Branch.

Normal indication of home signal at Willsburg Junction on West Side Branch is stop. If signal does not clear after switch and derail are lined for diverging route be governed by Rule 509.

When a West Side Branch train is stopped by signal 7657 and opposing train is standing on main track clear of junction switch at Willsburg Junction, it may proceed immediately with caution, not exceeding 12 miles per hour to junction switch, providing track is seen to be clear to that switch.

Eastward main line trains holding meet or waiting for opposing trains to enter West Side Branch at Willsburg Junction will stop West of signal 7646 west of Willsburg Junction.

Eugene Yard—Signal 6487 governs movement of westward trains from yard tracks to main track. Signal indicates proceed only when both switches are lined for movement from yard to main track and block is unoccupied.

Springfield Jct.—Normal position of junction switch Springfield Jct. will be for Cascade Line, and signal No. 6446 will not clear until junction switch and derail are lined for Siskiyou Line and block clear.

Upper arm block signal 6447 will govern movement to Cascade Line and lower arm to Siskiyou Line.

Springfield—Dwarf signal 6196 on Woodburn-Springfield Branch governs movements of trains from Woodburn-Springfield Branch.

Mohawk Jct.—Dwarf signal 6180 on Wendling Branch governs movements of trains from Wendling Branch.

Albany—Oregon Electric trains using Southern Pacific track between Albany and Lebanon will cross Southern Pacific main track just west of signal 6912-6913 and use Albany and Page sidings between Tallman Branch track and junction switch at Lafayette Street and in addition to complying with Rules 83, 83-C and 93, must obtain permission from operator at Albany before crossing Southern Pacific main track.

Lebanon—Oregon Electric Railway Junction switch at M. P. 688.9 is protected by automatic signals 6889 and 6891 located near fouling points and signal 6888 approximately 1500 feet west of junction switch.

Normal position of switch is for movement on S. P. track with derail on O. E. track in derailing position. Normal indication of signals on S. P. track is PROCEED and signal on O. E. Ry. STOP.

When switch indicator located at derail indicates CLEAR, derail and switch may be lined for movement to S. P. track and when so lined and block is CLEAR, signal on O. E. Ry. will change to proceed. If signal does not change to PROCEED, be governed by Rule 509.

When operator is on duty at Lebanon, Oregon Electric trains will obtain permission from operator before entering Southern Pacific main track.

Approaches to tunnels Nos. 13, 15, 16 and 19, Marshfield subdivision are protected by block signals.

At Ashland, trains or engines stopped by signals 4293 or 4297 may proceed with caution not exceeding 12 miles per hour.

INTERLOCKING

SPOKANE, PORTLAND & SEATTLE RY. CROSSING between Main and Madison Sts., Portland.

WILLAMETTE VALLEY RAILROAD CROSSING just east of Oregon City.

HAWTHORNE AVENUE, PORTLAND, between Clay St. and East Madison St.

WILLAMETTE RIVER BRIDGE between East Portland and Portland.

NORTHERN PACIFIC TERMINAL COMPANY YARD, Portland.

WILLAMETTE RIVER BRIDGE, between Albany and North Albany.

SIUSLAW RIVER BRIDGE, just east of Cushman.

UMPQUA RIVER BRIDGE, between Gardiner and Reedsport.

COOS BAY BRIDGE, between Coos and North Bend.

WILLAMETTE RIVER BRIDGE, between Salem and Pinckney.

OREGON ELECTRIC RY. CROSSING between Tigard and Robinson.

At W. V. R. crossing just east of Oregon City the normal position of the signals and derailers governing the Interlocking Plant are proceed and derailers closed for Southern Pacific trains. When these signals are at "Stop," the Conductor or person in charge of the train must send two flagmen ahead in order to pass signals, and after careful inspection, when it is known there is no one in the Interlocking station to operate the plant, and that the signals are at stop and derailers governing the movement of W. V. R. trains are set to derail, and that derailers on either side of the crossing governing Southern Pacific trains are closed and route known to be clear for Southern Pacific trains, flagman will give "proceed" signal.

At railroad crossing with the Willamette Valley Railway east of Liberal, between sunset and sunrise, and during the day when the view is obscure due to fog or any other condition, flagmen must be sent in each direction a sufficient distance on the Willamette Valley Railway to insure full protection of the movement over the crossing.

Interlocking signals govern the use of crossing with Oregon Electric at Tigard. Normal position of signals is STOP. Train approaching on either Southern Pacific or Oregon Electric will cause the signals governing use of the crossing to change to PROCEED position provided no other train is in the approach circuit or within the limits of the plant.

If signal does not display PROCEED indication for train which is to use the crossing, the train must be preceded by a flagman and train must not move beyond signal at STOP position until it receives PROCEED signal from the flagman at the crossing. Flagman must not give PROCEED signal until it is known that the signals governing movement of trains on intersecting line are at STOP and that any approaching train has stopped.

In the event that signals on intersecting line do not indicate STOP, movement over the crossing must be protected in both directions.

At Hawthorne Ave., Portland, hand signals permitted by Rule 628 may be given from tower.

Interlocking plant Willamette River Bridge between East Portland and Portland is governed by O. W. R. R. & N. rules, which Rules are identical with Southern Pacific Rules. United Railway tracks cross both main tracks at the center of Front Street between Willamette River Bridge and Union Station, Portland. Movements over United Railway tracks are protected by connection with interlocking signals governing movement over O.-W. R. R. & N. main tracks.

The following whistle signals will be used for movements through interlocking plant:

To Portland, one long.
To Graham (Sullivan Gulch Line), two long.
To Albina, one long, one short.
To East Second St., two short, one long.
To S. P. Main Line, one short, one long.
To S. P. Yard, one short, one long, one short
To Transfer Track, one long, one short, one long.

MISCELLANEOUS

Portland Union Station.—Trainmen and Enginemen are subject to the rules and regulations of the Northern Pacific Terminal Co.

Engineers of westward through passenger trains in making steam pipe tests of trains before leaving Union Station Portland, will use pressure of 130 pounds; other passenger trains 100 pounds. At Eugene trains routed to or from Cascade Line will use pressure of 130 pounds, other passenger trains 100 pounds.

Pulp siding is private track and must not be used for meeting trains between 8 a. m. and 5 p. m. on week days. Loaded cars must not be placed on or operated over trestle on Crown Willamette Log Spur pulp.

Perrydale, Wigrich and Buman are located on industry spur tracks.

At Salem, Falls City Branch trains use main track between Lemrock and Salem. Such trains must call operator Salem on telephone from Lemrock and obtain permission to proceed to Salem. Operator Salem when permitting this move must hold all opposing trains until the train arrives.

3700, 4300 and 4400 class engines must not operate on Trade St. track, Salem, beyond a point 200 feet from switch leading to Trade St. tracks from the wye tracks, except on special instructions from the chief dispatcher.

In making up trains main line movement, consisting of loads and empties, a sufficient number of empties must be placed on head end of train when construction of cars will permit in order to equalize braking power. Wood frame cars must in all cases be placed behind loads in rear of train. This will not apply to branch line freight trains, to locals of less than forty cars or to trains picking up and setting out at stations between Brooklyn and Eugene.

When two engines are used on westward freight trains between Eugene Yard and Oakridge the second engine will be cut in train immediately ahead of caboose, but in all cases ahead of all wooden underframe cars, outfit cars and passenger equipment.

Westward freight trains will stop East of water column at Oakridge, make cut for lead helper engine and move ahead spotting road engine for oil and water.

SPECIAL INSTRUCTIONS—Continued

Helper engines will be placed in train with one helper five cars ahead of caboose, but in all cases ahead of all wooden underframe cars, outfit cars and passenger equipment. Second helper will be cut in seven cars ahead of rear helper, and third helper will be cut in eight cars ahead of second helper. This does not modify Rule 834.

Helper engines will be lined up at Roundhouse in reverse order and move to East end of yard in that order, leading helper engine making cut for following helper and couple to train as soon as possible.

When F-4 or F-5 class engines are used in helper service between Oakridge and Cascade Summit they must be placed in train behind Mallet engines.

Short moves with heavy freight train to spot for oil and water are prohibited. In all cases where it is necessary to make a short move to reach oil and water columns, including that of spotting second engine of doubleheader, engine must be cut off before spotting at column.

Westward freight trains taking water at McCredie Springs, Wicopee and Cruzatte may spot road engine without detaching from train. After road engine obtains water, train will be moved ahead until helper engines are West of water columns. Leading helper engine should obtain water before other helper engines and immediately recouple to train. It will be permissible to go to the siding for water with helper engines in the event train is being delayed and the move is properly protected. A trainman must be stationed, when practicable, on rear of train while in motion, in compliance with Rule 846. No attempt must be made to spot helper engines at water column without detaching from train. Before helper engines are detached to take water, engineer on road engine will make a 15 pound brake pipe reduction. When such reduction is noted by helper engineer in rear of train, engineer on lead helper will indicate to brakeman that helper engines may be cut off. After cutting helper engines off, brakeman must secure rear portion of train ahead of helpers with sufficient hand brakes to hold train. Helper engines after taking water must return to train and couple up immediately. If any work found necessary on engine or train it must be done after helpers are recoupled to train.

Engineer on road engine when helpers are detached must note carefully brake pipe pressure and when pressure leaks below 55 pounds he must immediately recharge brake pipe. Road engine must not be moved while helper engines are detached from train.

In the event road engineer fails to spot road engine at water column it will be necessary to detach road engine and go to siding for water. Road engine and helper engines must not be detached from train at the same time.

At Cascade Summit entire train should be stopped West of cross-over, and rear helper engine should be cut out first and brought around to rear of train while other helper engines are being cut out, rear helper engine to be used to shove rear portion of train to a coupling.

Helper engines must have one-half tank of water before leaving Cascade Summit returning light to Oakridge.

Between Eugene and Ashland, all helpers of freight trains will be put in train behind 75 per cent of tonnage of train.

Use caution from end of long trestle to new sawmill on down-town track at Tillamook. Engines must not run on high-line trestle spur.

At Mayo, engines must not use No. 2 track and cars must not be switched on incline track.

At Wilkesboro, S. P. & S. log trains operate on overhead crossing of Southern Pacific tracks. Southern Pacific trains will stop before passing under the S. P. & S. track while log trains are passing on overhead crossing in either direction.

Car limit on descending grades between Westimber and Belding fifty cars with one Consolidation on head end, thirty-five cars with one small 2900 Class Engine on head end. Sixty cars Westimber to Buxton with Consolidation or large 2900 Class Engine on head end.

Trains should have sufficient water leaving Wheeler and Tillamook making it unnecessary to take water between these points.

At Cook eastward trains take full tank of water.

At East Morrison St., No. 7 will stop with engine clearing north line of that street to avoid blocking traffic.

Two or more engines coupled must not operate over truss bridges between Geer and Coburg.

Pacific Spruce Company have permission to move their engine between their sawmill and their logging road within yard limits at Toledo. Keep a sharp lookout for this engine.

At Newberg, Spaulding Lumber Co. have permission to move their engine on main track in yard limits, trains will keep sharp lookout for this engine.

At Corvallis use six cars ahead of engine when switching Hudson-Duncan spur.

Single wire line between Marshfield and Myrtle Point is telegraphone line and all concerned are cautioned not to use the high voltage line on opposite side of track.

When cars are left on grades not protected with derailers they must be chained to rail.

Dead engines in trains will be handled on head end not more than eight or ten cars from road engine, except on Tillamook Branch dead logging engines will be handled at least five cars ahead of caboose, and except when necessary to avoid handling them in switching moves, may be handled not more than 20 cars from road engine.

PFE 100,000 and 200,000 series refrigerator cars known as "Giant" and "Supergiant" types must not be handled on: Wendling; Woodburn-Springfield; Willamina; Alpine or Bellfountain branches or beyond Banks on Tillamook branch, beyond Philomath on Yaquina branch and beyond Marshfield on Coos Bay branch.

Locomotive crane No. 3206 when handled in train should have heavy end toward the engine.

Engines over 200,000 lbs. on drivers will not operate over tracks listed below:

MEDFORD
(Big Pines Spur)
(Clark-Henry Track)
(Connection leading to Clark-Henry Track)
(Old Jacksonville Ry. track)

GLENDALE
(Oil Spur)

MYRTLE CREEK
(Standard Oil Spur)
(Shell Oil Spur)
(Packing Plant Track)
(House Track, except Mallet engines may be operated with caution)

DOLE
(House Track)

ROSEBURG
(Rip Track)
(Kenny Spur)

SUTHERLIN
(Stock Yard Track)

DEADY
(Spur Track)

LATHAM
(Yard Track)
(Chambers Spur)

GOSHEN
(House Track)

EUGENE
(Jennings Spur)
(House Track)
(Woolen Mill Spur)
(Gas Spur)
Allen & Lewis Spur

EUGENE YARD
Spur Tracks at M. P. 649.8 Coos Bay Branch

SPRINGFIELD
Woodburn-Springfield Wye
Booth-Kelly Tracks
High Line Log Spur
Flour Mill Spur

HEMLOCK
(Western Lbr. Co. Spur)
(Gravel Spur)

3600, 3700, 4300 and 4400 class engines must not operate over following tracks:

Haskell..........Powder spur.
Clackamas.......Stock track.
Park Place.......Gravel spur.
Oregon City.....House track and paper mill track.
Pulp.............Log spur or Rock spur.
Coalca...........Doernbecker siding.
New Era.........Spur track.
Canby...........Pit track, stock track and team track.
Barlow..........Spur track.
Aurora..........House track.
Woodburn........Woodburn-Springfield Branch main track may be used as far as the cannery. Back tracks should not be switched over with heavy power from west end. From east end back tracks may be switched to clearance point on each track.
Gervais.........House track.
Fair Grounds.....Tile spur, wood spur, oil spur, Valley Packing spur, Fair Grounds spur.
Salem............East leg of wye. Geer line lead. Trade St. track beyond a point 200 feet from wye track switch.
Turner..........House track.
Marion..........House track.
Jefferson........House and back tracks.
Millersburg......House track.
Albany..........Tracks 3 and 4, house track, track on Railroad Street, Main Line, wye and all tracks in old C. & E. yard (except main track and wye).
Tangent.........Mill track.
Shedd...........House track.
Halsey..........House track.
Harrisburg.......House track.
Junction City....All inside tracks (except siding).
Irving...........House track.
Eugene...........Allen and Lewis Spur.
Oakland.........Over curves between station and East switch.

4100 class engines must not operate on following tracks:

Spur at Jasper
House track Pengra

Engines weighing over 122,000 lbs. on drivers must not operate over siding at Cedar Point, Johnson track Coquille, and over connection between high-line and No. 4 track and the high-line track in Marshfield yards.

4300 class engines will not use siding between east switch and crossover switch Rogue River, stock yard track Sutherlin or wye at Divide.

Engines larger than 2900 class must not use Canby Pit tracks.

4100 and 4400 class engines are restricted between Ashland and Springfield Junction.

LOCATION OF WATER TANKS BETWEEN STATIONS

Main Line:

Medford Subdivision:
M. P. 536.2

Marshfield Subdivision:
M. P. 780.8

Mill City Branch:
M. P. 738.9

Yaquina Branch:
M. P. 750.2

West Side Branch:
M. P. 616.8
M. P. 673.9

Tillamook Branch:
M. P. 818.5
M. P. 827.7

COMMERCIAL TRACKS NOT OTHERWISE SHOWN ON TIME TABLE

All tracks are connected at both ends unless otherwise specified.

Medford Subdivision:

Rosenberg Bros. M.P.439.6—4 cars (spur)
Rock Point..........M. P. 459.4—4 cars

Brooklyn Subdivision

Main Line:

Hawley Pulp and Paper Co................M. P. 752.2—27 cars
Haskell.............M. P. 761.0—7 cars

Woodburn-Springfield Branch:

Chestnut......M. P. 650.5—3 cars (spur)
Wilkins.......M. P. 656.5—6 cars (spur)
Twin Buttes..M. P. 667.6—3 cars (spur)
R.L.Stanwood M. P. 671.0—5 cars
Linn..........M. P. 674.3—3 cars (spur)
Irvinville.....M. P. 685.5—11 cars
C.W.Paper Co.M. P. 687.9—30 cars (spur)
Balm.........M. P. 696.5—10 cars (spur)
Shaff.........M. P. 709.9—4 cars (spur)
Baron........M. P. 732.6—10 cars (spur)

Yaquina Branch:

Bittner Plug Lbr. Co......M. P. 764.5—3 cars (spur)
Marval.........M. P. 727.3—3 cars (spur)

West Side Branch:

H. M. Barnes..M. P. 774.5—3 cars (spur)
Ironhill................M. P. 782—7 cars

Falls City Branch:

Brophy........M. P. 724.4—2 cars (spur)

Willamina Branch:

Winch........M. P. 737.2—7 cars (Spur)
Tucker.......M. P. 738.9—6 cars (Spur)
Wabash.......M. P. 742.1—2 cars (Spur)
Shell Oil Co...M. P. 745.4—2 cars (Spur)
S. F. York Lumber Co..M. P. 745.7—4 cars (Spur)
Shipley.......M. P. 746.3—3 cars (Spur)
Perrydale... .M. P. 739.9—12 cars

Tillamook Branch:

Wilkesboro Brick and Tile Co......M. P. 773.5—3 cars (spur)

Blue Lake Logging Co.........M. P. 805.4—5 cars

SPEED RESTRICTIONS

Trains must not exceed the speed in miles per hour shown below:

Page	Between	Passenger	Freight	Engines Running Backward
2	Ashland—Medford	45	30	20
2	Medford—Grants Pass	50	35	20
2	Grants Pass—M. P. 481.3	35	20	15
2	M. P. 481.3—M. P. 485.3	50	35	20
2	M. P. 485.3—Glendale	35	20	15
2	Glendale—Reuben	45	20	20
2	Reuben—M. P. 539.4	28	20	15
2	M. P. 539.4—Roseburg	50	35	15
2	Roseburg—M. P. 594	50	30	15
2	M. P. 594—M. P. 601	25	20	15
2	M. P. 601—Comstock	50	30	15
2	Comstock—Divide	25	20	15
2–3	Divide—Eugene	50	30	20
3	Crescent Lake—Cascade Summit	60	35	20
3	Cascade Summit—Heather	30	20	15
3	Heather—Oakridge	30	25	15
3	Oakridge—Natron	45	35	20
3	Natron—Springfield	50	35	20
3	Springfield—Springfield Jct	35	30	15
3	Mohawk Junction—Wendling	25	18	12
4–5	Eugene—Hito	60	40	20
4–5	Hito—Portland	50	35	15
6	Eugene—Noti	45	30	15
6	Noti-Marshfield	35	25	15
6	Marshfield—Myrtle Point	18	18	15
6	Myrtle Point—Powers	25	18	15
7	Woodburn—Springfield	25	25	15
7	Page—Tallman	30	30	20
7	Salem—Geer	25	25	15
7	Shelburn—Gates	25	22	15
7	Gates—Idanha	20	15	12
8	Cook—Transfer	30	30	20
8	Alpine Junction—Alpine	18	18	12
8	Alpine—Glenbrook	10	10	10
8	Bailey Junction—Dawson	18	18	12
8	Whiteson—Willamina	25	25	15
8	Broadmead—Perrydale	20	20	15
9	Albany—Philomath	30	30	18
9	Philomath—Yaquina	25	20	12
10	Timber—Enright	20	15	10
10	Enright—Wheeler	20	18	10
10	Wheeler—Tillamook	25	25	15
10	Canby—Molalla	25	25	20
10	Salem—Dallas	25	25	15
10	Dallas—Falls City	20	20	15
10	Falls City—Black Rock	20	15	10
11	Willsburg Junction—Cook	30	30	20
11	Cook—Hillsboro	30	30	20
11	Hillsboro—St. Joseph	30	30	20
11	Jefferson Street—Wilsonia	20	20	15
11	Hillsboro—Buxton	30	30	20
11	Buxton—Timber	20	15	10

SPEED OF TRAINS THROUGH CITY LIMITS.

	Miles per hour
Medford	16
Central Point—5 a. m. to 10 p. m.	20
Roseburg	15
Yoncalla	25
Cottage Grove	25
Creswell	20
Eugene	15
Junction City	20
Harrisburg—5 a. m. to 10 p. m.	20
Halsey	20
Albany	12
Turner	35
Salem	20
Gervais—6 a. m. to 9 p. m	25
Woodburn	25
Hubbard	25
Aurora—5 a. m. to 10 p. m. Westward	25
Eastward	20

	Miles per hour
North Bend	25
Marshfield	15
Lebanon	12
Milwaukie	12
Oswego	10
Newberg	20
LaFayette	15
Beaverton	8
Hillsboro	15
Cornelius	12
Forest Grove	15
Gaston	15
Carlton	10
McMinnville	12
Independence	12
Corvallis	15
Monmouth	12
Dallas	12

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.21	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40				

MAXIMUM SPEED

CLASSIFICATION	With Train	Running Light (or running with Caboose only)	
		Forward	Backward
S	..	20	20
SE	..	20	20
E	60	40	30
M	50	35	30
T 1, 2, 7 to 23, 28, 31, 36	50	35	30
T 3, 25, 26, 32, 33, 37, 40	60	35	30
T (SD&A 20 and 26)	50	35	30
P	60	40	30
C 2 to 10 Inc	45	35	30
C 11, 12, 14, 15, 17	40	30	30
C 18 to 29 Inc	45	35	30
TW	40	30	30
A	60	40	30
Mk 2 and 4	40	30	30
Mk 5, 6, 7, 8, 9	50	35	30
F 1, 3, 4, 5, 6	45	35	30
MC 2, 4, 6	40	30	30
AC 1, 2, 3	40	30	30
AC 4, 5, 6	35	30	30
MM 2	45	30	30
AM 2	45	30	30
Mt 1, 2, 3, 4, 5	60	40	30
GS 1	60	40	30
SP 1, 2, 3	45	35	30
McKeen Cars	60	60	60
Gas-Electric Cars	60	60	60

Engines with tenders of 7000 gallons or less restricted to 50 miles per hour.

Engines with pilots removed or not equipped with engine or pony trucks 20 miles per hour.

Light engines must not exceed 25 miles per hour between Corvallis and Transfer.

Engines operated coupled tender to tender must not exceed speed permitted engines running backwards.

Disabled engines will be governed by following restrictions:

When main rods only are removed ....30 miles per hour
When side rods only are removed............................30 miles per hour
When both main and side rods are removed...............20 miles per hour

F-4-5 type engines must not exceed 6 miles per hour backing through switches.

On curves of 7 to 10 degrees, trains must not exceed 28 miles per hour; 10 to 12 degrees, 20 miles per hour; over 12 degrees, 15 miles per hour, except that where F-3600 or 3700 class engines are operated, trains must not exceed 25 miles per hour on 10 degree curves; 20 miles per hour on curves 10° 30′ to and including 12° 30′; 15 miles per hour on curves 12° 30′ to and including 15 degrees, and 12 miles per hour on curves 15 to 17 degrees.

Trains handling steam relief outfit or Locomotive Ditcher 4048 must not exceed 25 miles per hour between Ashland and Portland, Crescent Lake and Eugene, and 18 miles per hour on branches.

Loaded 16-foot Hog fuel cars prohibited from movement on main line except between Eugene and Mohawk Jct., Lemrock and Salem, Eugene and Albany.

Maximum speed allowed trains handling logs loaded on flat or logging cars is twenty (20) miles per hour unless otherwise restricted, and must not exceed fifteen (15) miles per hour over truss bridges, around curves of over six degrees, and passing through stations and tunnels.

When train handling logs takes siding to meet an opposing train or allow a following train to pass, such train must be thoroughly inspected to see that proper clearance exists to insure safe movement for the expected train, and no movement of train on siding attempted until train to be met has passed.

Trains must not exceed 15 miles per hour passing through sidings on Main line and 12 miles per hour through sidings on other lines.

All cars moved in passenger trains must be equipped with steel-tired or all steel wheels.

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety. Seven car limit will not apply on Nos. 329 and 330.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account holiday or excursion traffic, provided speed of such trains is restricted to forty miles per hour when train consists of more than three such cars and fifty miles per hour when three or less. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

MEDFORD SUBDIVISION

Medford—Reduce to 10 miles per hour over Main Street crossing.

AC Class engines not exceed 6 miles per hour on house track at Green and track 4 Glendale.

BROOKLYN SUBDIVISION

Springfield Jct.—Reduce to 15 miles per hour entering or leaving Siskiyou Line.

Divide—4300 Class engines must not use wye.

Crescent Lake and Odell Lake—Maximum speed of passenger trains on curves 50 miles per hour.

Odell Lake and Cascade Summit—Maximum speed of passenger trains on curves 45 miles per hour.

Natron and Springfield—Maximum speed of passenger trains on curves 45 miles per hour.

Eugene and Hito—Maximum speed of passenger trains on curves, 50 miles per hour.

Woodburn—Engines 3600 to 3768, inclusive, 4300 and 4400 class, must not use west leg of wye or west end of tracks leading off east leg of wye.

Pulp—3700-4300 and 4400 class engines must not use siding.

W. V. R. Crossing—Reduce to 20 miles per hour over crossing.

Brooklyn and Portland—15 miles per hour passing shop buildings Brooklyn and 10 miles per hour over all street crossings between the Brooklyn shop buildings and the Willamette River bridge, and on East First Street, between Clay Street and East Oak Street; 15 miles per hour between East Oak and Front Street and 10 miles per hour Front Street and Union Station. 4300 and 4400 class engines 6 miles per hour over frogs and around curves east end Willamette River Bridge.

YAQUINA BRANCH

Reduce to 15 miles per hour through tunnels and over Willamette River, Albany.

NEWBERG BRANCH

Cook—Reduce to 20 miles per hour over Junction switch.

Newberg—Consolidation engines must not be used on Shell Oil Co. track.

FALLS CITY BRANCH

Salem—Reduce to 12 miles per hour on 24 degree curve between east end Union Street and Lemrock and to 15 miles per hour over Willamette River bridge.

TILLAMOOK BRANCH

Cochran and Mayo—Westward trains reduce to 12 miles per hour over Wolf Creek Bridge at west end of tunnel 27 M. P. 803.6.

Mayo—A semaphore is located opposite the incline to protect against movement of cars on incline, and trains will not pass signs on either side of the semaphore while signal is in stop position.

Consolidation engines not exceed 12 miles per hour backing up on curves between Tillamook and Wheeler.

MARSHFIELD SUBDIVISION

Eugene and Walton—Engines running backward permitted to make 20 miles per hour on tangent track.

Reduce to 10 miles per hour on draw spans Siuslaw River, Umpqua River, Coos Bay and Baker Creek Bridge No. 10, Coquille Bridges 1, 2, 5, 7, 8, 9, 12, 13, and tunnel 1 between Myrtle Point and Powers.

Trains handling logs must stop before entering tunnels 14 and 20 westward and 13 and 18 eastward and at Coos to inspect condition of loads, and not exceed 8 miles per hour between North Bend and Anderson Ave., Marshfield.

SPECIAL INSTRUCTIONS—Concluded

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE.

EMPLOYES ARE WARNED THAT IT IS DANGEROUS TO STAND ERECT ON TOP OF CARS OR TO RIDE ON SIDES OF CARS WHILE PASSING THESE POINTS, AND THAT THEY MUST PROTECT THEMSELVES FROM INJURY.

All water tanks and water columns have impaired side clearance at spout.

MEDFORD SUBDIVISION

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
490	Hugo-Leland	Tunnel No. 9	16.7	4.0
505	Wolf Creek-Glendale	Tunnel No. 8	16.0	4.1
514	Reuben-Brandt	Tunnel No. 7	16.3	4.2
514	" "	Tunnel No. 6	15.2	3.3
515	" "	Tunnel No. 5	16.1	3.6
516	" "	Tunnel No. 4	16.3	4.2
518	Brandt-West Fork	Tunnel No. 3	17.1	4.8
518	5180 feet East	Rock Cut	....	5.4
521	Brandt-West Fork	Tunnel No. 2	17.0	4.7
521-C	West Fork-Cow Creek	West Fork Creek Crossing	21.8	4.9
523	4490 feet East	Rock Cut	....	5.2
525	125 " "	" "	....	5.8
526	3700 " "	" "	....	5.7
526	3865 " "	" "	....	5.3
526	4785 " "	" "	....	5.2
528	600 " "	" "	....	5.4
530.8	Cow Creek-Peck	Tunnel No. 1	16.4	4.7
539	1450 feet East	Rock Cut	....	5.5

CASCADE LINE

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
537.8	Cascade Summit-Abernathy	Tunnel No. 3	20.5	5.6
544.3	Abernathy-Cruzatte	Tunnel No. 4	20.5	5.6
545.2	" "	Tunnel No. 5 and Rock Shed	20.5	5.6
546.5	Cruzatte-Frazier	Tunnel No. 6	20.5	5.6
547.1	" "	Tunnel No. 7	20.5	5.6
547.7	" "	Tunnel No. 8	20.5	5.6
548.3	" "	Tunnel No. 9	20.5	5.6
548.6	" "	Tunnel No. 10 and Rock Shed	20.5	5.6
548.8	" "	Tunnel No. 11 and Rock Shed	20.5	5.6
549.3	" "	Tunnel No. 12 and Rock Shed	20.5	5.6
550.0	" "	Tunnel No. 13	20.5	5.6
551.8	Frazier-Fields	Tunnel No. 14	20.5	5.6
553.9	" "	Tunnel No. 15	20.5	5.6
556.0	Fields-Wicopee	Tunnel No. 16	20.5	5.6
557.1	" "	Tunnel No. 17	20.5	5.6
557.8	" "	Tunnel No. 18	20.5	5.6
558.6	" "	Tunnel No. 19	20.5	5.6
560.9	Wicopee-Heather	Tunnel No. 20	20.5	5.6
572.1	McCredie Springs-Pryor	Tunnel No. 21	20.5	5.6
581.8	Oakridge-West Fir	Tunnel No. 22	19.5	5.0
584.5	Hemlock-Lookout	Tunnel No. 23	19.7	5.3
587.2	Lookout-Lawler	Tunnel No. 24	20.0	5.6
608-A	Pengra-Fall Creek	Fall Creek Crossing	....	4.9

WENDLING BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
649-F	Hendricks-Yarnell	McKenzie River Crossing	18.4	4.5
651-B	" "	1st Mohawk River Crossing	20.3	4.5
659-G	Wendling-Hyland	2nd " " "	16.1	4.6

TILLAMOOK BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
789.6	Walcott-Hulbert	Tunnel No. 25	20.6	....
801.8	Cochran-Mayo	Tunnel No. 26	20.6	4.8
803.6	" "	Tunnel No. 27	21.5	5.0
805.7	Mayo-Enright	Tunnel No. 28	21.6	....
806.2	" "	Tunnel No. 29	20.6	....
806.5	" "	Tunnel No. 30	21.5	....
807.9	" "	Tunnel No. 32	19.7	....
808.5	" "	Tunnel No. 34	20.6	....
809.9	" "	Tunnel No. 35	20.5	....
810.7	" "	Tunnel No. 36	21.2	....
815-E	Salmonberry-Wakefield	1st Crossing Nehalem River	21.3	4.9
830-F	Foley-Mohler	2nd " " "	21.1	4.9
846-H	Miami-Bay City	Miami River Crossing	20.2	4.9
848-O	" " "	Tunnel No. 37	19.6	....
852-F	Idaville-Juno	Kelchis River Crossing	20.3	4.9
854-B	Juno-Tillamook	Wilson River Crossing	21.2	5.4

BROOKLYN SUBDIVISION—MAIN LINE

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
757-E	Park Place-Clackamas	Clackamas River Crossing	21.3	4.9
699-A	Millersburg-Jefferson	North Santiam River Crossing	21.7	4.9

MOLALLA BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
751-B	Kraft-Scott	Molalla River Crossing	....	4.7

MILL CITY BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
714	....	Rock Cut	....	5.2
724	300 feet East	" "	....	5.6
726-C	At Mill City	North Santiam River Crossing	....	5.0
732	....	Rock Cut	....	5.1
736	2040 feet West	" "	....	5.8
736	3240 " "	" "	....	4.4
737	....	" "	....	5.4
737	2000 feet West	" "	....	5.2
737	2300 " "	" "	....	4.8
737	3000 " "	" "	....	3.8
738	....	" "	....	4.8
738	2000 " "	" "	....	5.3
738	3000 " "	" "	....	4.4
738	3600 " "	" "	....	5.8
739	....	" "	....	5.2
739	2500 " "	" "	....	4.3
739	3000 " "	" "	....	4.8
740	2300 " "	" "	....	5.8
741	300 " "	" "	....	5.6
743	90 " "	" "	....	5.8
743	700 " "	" "	....	5.6
744.3	Granite Mountain-Detroit	Breitenbush River Crossing	20.5	4.3
745	350 feet West	Rock Cut:	....	5.8
747	600 " "	" "	....	5.4
750	700 " " (both sides)	" "	....	5.8

NEWBERG BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
774.4	Jefferson Street	Overhead Road Crossing	21.0	....
774.5	" "	O. E. Overhead Crossing	21.2	....
762-B	Tualatin-Galbreath	Tualatin River Crossing	21.1	5.0

WEST SIDE BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
758-D	Forest Grove Spur	Gales Creek Crossing	....	4.6
731-C	McMinnville-Whiteson	South Yamhill River Crossing	19.5	4.5
702-D	Parker-Suver	Luckiamute River Crossing	21.7	4.5

WILLAMINA BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
745-E	Sheridan-Shipley	South Yamhill River Crossing	....	4.4
	Willamina	Willamina Clay Products Co.	18.4	....

FALLS CITY BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
719-A	Pickney-Lemrock	Willamette River Crossing	21.6	4.9
742-D	Falls City-Black Rock	1st Cross'g Little Luckiamute R.	....	4.7
743	3700 feet East	Rock Cut	....	4.3
744-C	Falls City-Black Rock	3rd Cross'g Little Luckiamute R.	....	4.8
744-E	" " " "	4th " " " "	....	4.9
747-B	Black Rock-End of Line	6th " " " "	....	4.7

WOODBURN—SPRINGFIELD BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
735-D	McKee-Woodburn	Pudding River Crossing	....	4.9
706-D	Shelburn-N. Santiam	North Santiam River Crossing	18.0	4.6
701-B	West Scio-Gilkey	Thomas Creek Crossing	20.3	4.8
698-H	Gaines-Crabtree	Crabtree Creek Crossing	19.9	5.3
671-F	Brownsville-Twin Buttes	Calapooia River Crossing	20.6	4.3
650-D	Chestnut-Armitage	McKenzie River Crossing	18.5	5.7

YAQUINA BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
691-G	Albany	First Street Crossing	....	4.5
691-I	Albany-North Albany	Willamette River Crossing	21.8	4.4
711-C	Noon-Wrens	1st Crossing Marys River	18.4	4.2
712-C	" "	2nd " " "	....	4.8
713-H	" "	4th " " "	....	4.8
714.4	" "	5th " " "	....	4.8
715.0	1000 feet East	Rock Cut	....	4.6
716-C	Wrens-Russell	6th Crossing Marys River	....	4.4
717-B	Russell-Harris	7th " " "	....	4.7
718-I	Harris-Alder	8th " " "	....	4.6
719-C	" "	9th " " "	....	4.4
719-F	" "	10th " " "	....	4.7
720-B	" "	11th " " "	....	4.7
720-F	" "	12th " " "	....	4.6
720.8	" "	13th " " "	....	4.6
720-K	" "	14th " " "	....	4.7
730.3	Summit-Nashville	Tunnel No. 22	16.1	3.1
732.0	" "	Tunnel No. 23	16.1	3.7
739.2	Nortons-Eddyville	4th Crossing Yaquina River	....	4.5
739-F	" "	5th " " "	....	4.6
743-C	" "	6th " " "	....	4.7
745-G	Eddyville-Chitwood	7th " " "	....	4.8
751.3	Chitwood-Morrison	8th " " "	....	4.5
751-B	" "	9th " " "	....	4.4
751.8	" "	10th " " "	....	4.7
752.2	" "	11th " " "	....	4.8
752.4	" "	Tunnel No. 24	16.4	4.0
752.5	" "	12th Crossing Yaquina River	....	4.9
752-J	" "	14th " " "	....	4.3
752-M	" "	15th " " "	....	4.8

MARSHFIELD SUBDIVISION

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
664.9	Sailor-Noti	4th Crossing Long Tom Creek	....	4.7
669.5	Vaughn-Flagg	Tunnel No. 13	19.6	5.0
681.1	Globe-Austa	Tunnel No. 14	19.7	5.4
720.7	Siboco-Canary	Tunnel No. 15	19.8	5.4
721.5	Canary-Siltcoos	Tunnel No. 16	19.8	5.2
727.7	Ada-Booth	Tunnel No. 17	20.0	5.4
734.5	Kroll-Brenham	Tunnel No. 18	19.7	5.2
739-H	Gardiner-Reedsport	Umpqua River Crossing	21.9	4.7
745.6	Tharp-Willard	Tunnel No. 19	19.9	5.4
750.1	Bufo-Lakeside	Tunnel No. 20	19.9	5.4
751.2	" "	Tunnel No. 21	20.0	5.4
763.9	Coos-North Bend	Coos Bay Crossing (Dwarf Signals)	....	4.1
793.6	Norway-Myrtle Point	North Fork Coquille River Crossing	22.1	5.0
795.9	Myrtle Point-Broadbent	Coquille River Bridge (1)	20.2	4.5
797.6	" " "	" " " (2)	20.2	4.5
800.1	Broadbent-Warner	" " " (5)	20.2	4.5
801.2	" "	" " " (7)	20.2	4.2
802.7	Warner-Emmons	" " " (8)	19.0	3.8
808.7	Gaylord-Fensler	Rowland Creek Bridge (9)	20.2	4.6
809.2	" "	Tunnel No. 1	....	4.6
813.2	Fensler-Powers	Coquille River Bridge (14)	20.2	4.6

Train and enginemen are cautioned to watch closely for impaired clearance signs.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	All Steel	Steel Underframe	Wood
Baggage—60 ft.	93,070	....	....
" —66 ft	127,610	....	....
" —70 ft.	122,620	....	....
" —70 ft. (with Auto. End Door)	125,800	....	....
" —(Dynamo)	98,730	....	....
"	....	87,120	81,120
Baggage and Mail—60 ft.	103,620	....	....
" " " —69 ft.	124,760	....	....
" " " —70 ft.	129,140	....	....
" " "	....	103,590	99,200
Baggage and Passenger	108,675	112,640	76,320
Express Refr.—N.P.Ry.	....	74,000	60,000
" " —G.N.Ry	....	....	70,000
" " —A.R.E No. 40- 154	....	78,000	....
" " — " " 155- 224	....	89,000	....
" " — " " 500- 506	....	110,000	....
" " — " " 1101-1175	....	85,000	....
" " —P.F.E. " 500- 799	....	83,000	....
Tea and Silk	....	....	48,180
Express, Horse	133,050	....	81,033
Postal	112,120	....	....
Postal Storage—40 ft.	74,530	....	....
" " —60 ft.	105,120	....	....
Club	146,210	122,300	....
Official	170,700	155,370	109,370
Chair—60 ft.	100,620	....	84,740
" —74 ft.	163,900	....	....
Coaches—60 ft.	98,130	....	....
" —70 ft.	137,640	....	....
" —72 ft.	139,660	....	....
" —73 ft.	148,040	....	....
" —72 ft. (Interurban)	120,000	....	....
"	....	....	81,210
All-Day Lunch—Chair	105,970	....	....
" " —Coach	103,875	....	....
Cafe Coach	....	138,600	....
Diner—70 ft.	....	135,930	131,040
" —72 ft.	155,330	146,930	134,530
" —77 ft. (Arch Type Roof)	156,000	....	....
" —77 ft. (Clere Story Roof)	161,520	165,530	....
" —79 ft.	169,100	....	....
" —80 ft.	175,200	....	....
Cafe Parlor	148,950	161,200	....
Lounge	173,000	....	....
Observation—75 ft.	154,400	....	....
" —77 ft.	173,300	....	....
"	....	141,870	121,300
Pullman—Observation	164,600	153,000	....
" —Observation Lounge	171,200	....	....
" —Lounge	168,700	....	....
" —Parlor	155,600	147,500	....
" —Bedroom Car	167,600	....	....
" —Standard Sleeper	164,600	144,000	....
" —Tourist	140,600	133,000	....
Rail Car—Gas-Electric, 400 H.P.	158,400	....	....
" —Gas-Electric, 600 H.P.	167,200	....	....
" —McKeen—55 ft.	64,140	....	....
" — " —70 ft.	71,530	....	....
Observation (Open Top)	....	....	62,000

Side clearance of bridges authorized by Public Service Commission of Oregon is 5 feet from rail. All bridges having less clearance than 5 feet from rail are noted above.

The clearance shown as height above top of rail is for 9 feet wide or 4 feet 6 inches each side of center line of track.

Side clearance from rail is for all points between 4 feet and 14 feet above top of rail.

RATING OF LOCOMOTIVES—PORTLAND DIVISION

IN Ms OF 1000 LBS. BACK OF TENDER

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Brooklyn to E. Milwaukie Clackamas to Oregon City Coalca to Canby Aurora to Hito	Salem to Eugene Barlow to Canby Oregon City to Clackamas	Eugene to Salem	E. Milwaukie to Clackamas Oregon City to Coalca Canby to Aurora Hito to Salem Salem to Barlow Canby to Oregon City Clackamas to Brooklyn	Eugene to Drain Single Drain to Roseburg	Roseburg to Divide		Divide to Eugene	Roseburg to Grants Pass	Grants Pass to Ashland		Ashland to Grants Pass	Grants Pass to Glendale	Glendale to Roseburg	Eugene to Hills Lowell to Armet	Hills to Lowell Armet to Oakridge	Oakridge to Crescent Lake	Crescent Lake to Eugene
				Single	Single	Single	Single	Helper 2.0	Helper 1.0	Helper 2.0	Single	Helper 1.0 West Fork to Glendale Helper 2.0 Glendale to Grants Pass	Single	Helper 1.0	Single	Helper 2.0	Single	Single	Single	Single	Single
T-10	T-57 18/24 92	2135	160	1350	1800	1950	2300	1550	1350	1900	2400	1350	1150	2100	1900	1450	1950	....	....	....	....
T-10	T-57 18/24 86	2146	160																		
T- 9	T-57 18/24 83	2160, 2161, 2164, 2171, 2173	160																		
T- 8	T-57 18/24 99	2174	160																		
T- 9	T-57 18/24 92	2172	170	1450	1950	2100	2450	1700	1450	2050	2600	1450	1250	2300	2050	1550	2100	....	....	....	....
T- 7	T-57 18/24 88	2185	160	1350	1800	1950	2300	1550	1350	1900	2400	1350	1150	2100	1900	1450	1950	....	....	....	....
T- 2	T-63 19/24 105	2225, 2227, 2229	160	1350	1800	2000	2300	1600	1350	1950	2400	1350	1150	2150	1950	1450	2000	....	....	....	....
T- 1	T-63 20/26 112	2235 to 2271	180	1850	2500	2750	3200	2200	1900	2650	3300	1850	1600	2950	2650	2000	2750	....	....	....	....
T-26	T-69 21/28 152-S	2283 to 2300	200	2300	3150	3400	3950	2700	2350	3300	4150	2300	1950	3650	3300	2500	3400	2350	2050	990	3200
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	2950	4000	4350	5050	3500	3000	4250	5300	2950	2550	4700	4250	3250	4350	3000	2700	1300	4100
T-32	T-69 23/28 174-S	2363 to 2384	210																		
P-8, 10	P-73 25/30 181-SF	2461 to 2474, 2478 to 2483	200	3250	4450	4850	5650	3850	3300	4700	5900	3250	2800	5250	4700	3550	4850	3350	2950	1350	4550
P-8, 10	P-73 25/30 183/B-63-SF	2475, 2484 to 2491																			
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2750, 2752 to 2860	210	3300	4450	4850	5600	3900	3350	4700	5850	3300	2850	5200	4700	3600	4850	3350	3000	1400	4550
C-9, 10	C-57 22/30 194-S																				
C- 8	C-57 22/30 192-S	2698 to 2749, 2751																			
C- 5	C-57 22/30 187-S	2624 to 2679																			
C- 5	C-57 22/30 185-S	2680 to 2693																			
C- 5	C-57 22/30 180	2624 to 2679	200	3000	4050	4350	5050	3500	3050	4250	5300	3000	2600	4700	4250	3250	4350	3050	2700	1300	4100
C- 5	C-57 22/30 178	2680 to 2693																			
C- 2	C-57 22/34 172	2600 to 2611	185	2900	3950	4250	4950	3400	2950	4150	5150	2900	2500	4600	4150	3150	4250	2950	2650	1250	4000
C- 2	C-57 22/34 180-S	2600 to 2611	190	3200	4300	4650	5400	3750	3250	4550	5650	3200	2750	5000	4550	3450	4650	3250	2900	1350	4400
TW- 1	TW-54 22/26 147	2900 to 2913	180	2550	3450	3700	4300	3000	2600	3600	4500	2550	2200	4000	3600	2750	3700	....	....	....	....
TW- 8	TW-54 21/32 161-S	2914 to 2923	190	2850	3850	4200	4850	3350	2900	4100	5100	2850	2450	4500	4100	3100	4200	....	....	....	....
TW- 7	TW-56 20/30 120	2925	160	1900	2600	2850	3300	2250	1950	2750	3450	1900	1650	3050	2750	2100	2850	....	....	....	....
TW- 4	TW-56 20/30 114	2926																			
TW- 4	TW-56 20/30 120	2928, 2930, 2931																			
TW- 4	TW-56 20/30 122	2927, 2929																			
TW- 3	TW-50 20/26 120	2932 to 2945	170	2050	2750	3000	3450	2400	2050	2900	3650	2050	1750	3200	2900	2200	3000	....	....	....	....
TW- 2	TW-50 20/26 118	2946 to 2953																			
TW- 6	TW-50 20/26 111	2954, 2957	160	1900	2600	2800	3250	2250	1950	2700	3400	1900	1650	3000	2700	2050	2800	....	....	....	....
Mk-2, 4	MK-57 23¾/30 206-S	3200 to 3240	210	3800	5150	5600	6500	4500	3850	5450	6800	3800	3300	6000	5450	4150	5600	3900	3450	1600	5250
Mk-2, 4	MK-57 23¾/30 222-SF																				
F- 1	F-63 27½/32 273-S	3600 to 3652	200	4850	6550	7100	8250	5700	4900	6900	8600	4850	4200	7650	6900	5250	7100	4950	4400	2100	6650
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3763	200	5550	7450	8100	9400	6500	5600	....	9800	5550	4800	....	7900	6050	8100	5650	5050	2400	7600
F- 5	F-63 29½/32 306/B-62-SF	3764 to 3768																			
AC-1, 2, 3	AC-57 $\frac{22-22}{30}$ 441-SF	4000 to 4048	210	6700	9050	9750	11350	7850	6800	....	11850	6700	5800	....	9550	7300	9750	6850	6100	2950	9200
AC- 4	AC-63 $\frac{24-24}{32}$ 475-SF	4100 to 4125	235	....	....	....	....	....	....	....	....	....	....	....	....	....	....	8950	8000	3850	12000
AC- 5	AC-63 $\frac{24-24}{32}$ 483-SF																				
AC- 6	AC-63 $\frac{24-24}{32}$ 517-SF	4126 to 4150	250	....	....	....	....	....	....	....	....	....	....	....	....	....	....	9500	8500	4100	12800
MM- 2	MM-63 $\frac{25-38}{28}$ 320-SF	4201 to 4204; 4206 to 4208; 4210, 4211	200	5150	6950	7550	8750	6050	5250	7350	9150	5150	4450	8100	7350	5600	7550	5250	4700	2250	7100
AM- 2	AM-63 $\frac{22-22}{28}$ 320-SF	4200, 4205, 4209	210	6050	8150	8800	10250	7100	6100	8550	10650	6050	5200	9450	8550	6550	8800	6150	5450	2600	8300
MT-1, 3, 4, 5	MT-73 28/30 246/B-60-SF	4300 to 4376	210	4400	5950	6450	7550	5150	4450	6300	7850	4400	3750	6950	6300	4800	6450	4450	3950	1850	6050
GS- 1	GS-73 27/30 262/B-104-SF	4400 to 4409	250	4650	6350	6900	8000	....	....	....	....	....	....	....	....	....	....	4750	4200	1950	6450
SP- 1	SP-63 $\frac{25}{28-32}$ 316/B-60-SF	5000 to 5015	225	6500	8800	9500	11050	7650	6600	....	11500	6500	5650	....	9250	7100	9500	6650	5900	2850	8950
SP-2, 3	SP-63 $\frac{25}{28-32}$ 317/B-61-SF	5016 to 5048																			
Allowance for Empty and Underloaded Cars.		Less than 40 Ms		6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
		40 to 50 Ms		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		More than 50 Ms		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "E"—Eight-Wheelers
"T"—Ten-wheelers
"M"—Moguls
"Mk"—Mikado
"C"—Consolidation
"TW"—Twelve-wheelers
"A"—Atlantic Type
"F"—Two-ten-two Type
"P"—Pacific Type
"AC"—Articulated Consolidation
"AM"—Articulated Mogul
"MM"—Mallet Mogul
"MT"—Mountain Type

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57$\frac{22}{30}$187.

RATING OF LOCOMOTIVES IN Ms

CLASSIFICATION	ENGINE NUMBERS	Brooklyn to Gaston	Gaston to Eugene Yard	Eugene Yard to Gaston	Gaston to Brooklyn	Brooklyn to Sherwood	Sherwood to Springbrook	Springbrook to Perrydale	Whiteson to Springbrook	Springbrook to Sherwood	Sherwood to Brooklyn	Broadmead to Willamina	Willamina to Broadmead	Hillsboro to Buxton	Buxton to Timber	Timber to Enright	Enright to Tillamook	Tillamook to Salmonberry	Salmonberry to Enright	Timber to Buxton	Buxton to Hillsboro
T-63 18/24 86	2127	1050	900	1050	1500	1100	550	1130	1130	525	1500	1060	780	......	......	......	......	......	......	......	......
T-57 18/24 74 to 80	2019, 2039, 2073, 2082, 2095	1250	1000	1200	1600	1250	650	1470	1250	625	1600	1300	850	1200	500	300	1500	700	......	850	1500
T-57 18/24 81 to 94	2001, 2131 to 2152, 2161, 2171, 2172, 2185																				
T-57 18/24 99	2174	1500	1400	1590	2250	1500	880	1590	......	840	2000	......	......	1750	610	400	F	1750	900	1100	F
T-63 19/24 105	2225, 2229																				
T-63 20/26 112	2247, 2255, 2266, 2271																				
T-69 20/26 113	2219	1750	1650	1700	2400	1750	1000	1700	......	1000	2400	......	1700	2000	700	500	F	2700	1250	1250	F
TW-50 20/26 111 to 120	2932 to 2957																				
TW-56 20/30 114 to 122	2925 to 2931																				
TW-54 22/26 147	2900 to 2913, Sat	2400	2290	2575	3220	......	......	......	......	......	......	......	2000	2280	950	570	2850	2900	1300	1620	2850
TW-54 21/32 155	2914, 2915, 2920, 2922, Sat		......	......	......	......	......	......	......	......	......	......	......	2520	1050	630	3150	3050	1450	1790	3150
TW-54 21/32 161	2916, 2917, 2918, 2919, 2921, Super																				
C-57 22/30 192S to 194S	2513 to 2599, 2698 to 2860	3100	2520	2970	3960	3100	1470	3630	3100	1600	3960	3250	2160	2970	1250	850	3710	3500	1850	2400	3710

CLASSIFICATION	ENGINE NUMBERS	Eugene to Sailor Rainrock to Mayfield Mayfield to Rainrock Sailor to Eugene	Sailor to Flagg Rainrock to Vaughn	Vaughn to Sailor Flagg to Rainrock	Canby to Molalla	Woodburn to Geer	Geer to Aumsville	Aumsville to Springfield	Springfield to Aumsville	Aumsville to Geer	Geer to Woodburn	Mohawk Jct. to Wendling	Wendling to Mohawk Jct.	Geer to Salem	Salem to Falls City	Dallas to M.P. 735.5	M.P. 735.5 to Falls City	Falls City to Black Rock	Teats to M.P. 735.5	Black Rock to Teats M.P. 735.5 to Dallas	Dallas to Salem	Albany to Yaquina	Yaquina to Albany	Shelburn to Detroit	Albany to Lebanon	Lebanon to Albany
T-63 18/24 86	2127	2250	1650	5000	1180	1180	550	1060	1780	790	1580	1750	1950	1180	700	......	......	220	......	......	900	780	500	630	1680	1780
T-57 18/24 74 to 80	2019, 2039, 2073, 2082, 2095	2450	1800	5500	1280	1280	600	1200	1880	850	1680	1850	2050	1280	......	......	......	......	......	......	......	850	590	800	1780	1880
T-57 18/24 81 to 94	2001, 2131 to 2152, 2161, 2171, 2172, 2185																									
T-57 18/24 99	2174	3100	2300	5500	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
T-63 19/24 105	2225, 2229																									
T-63 20/26 112	2247, 2255, 2266, 2271																									
T-69 20/26 113	2219	3500	2650	6000	......	......	......	......	......	......	......	......	......	......	......	1200	2500	580	1800	4000	1650	1500	890	......	2670	2820
TW-50 20/26 111 to 120	2932 to 2957																									
TW-56 20/30 114 to 122	2925 to 2931																									
TW-54 22/26 147	2900 to 2913	4650	3450	8000	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	3380	3570
TW-54 21/32 155	2914 to 2923, Sat	5200	3900	8000	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
TW-54 21/32 161S	2914 to 2923, Super																									
C-57 22/30 185 to 200	2513 to 2599, 2698 to 2860	6050	4500	8000	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine "M"—Moguls "MK"—Mikado "E"—Eight-wheelers
"T"—Ten-wheelers "TW"—Twelve-wheelers "P"—Pacific Type

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

LIST OF SURGEONS, HOSPITAL DEPARTMENT

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager.
Ashland	Dr. F. G. Swedenburg	District Surgeon.
Ashland	Dr. Ernest A. Woods	Assistant District Surgeon.
Medford	Dr. J. C. Hayes	District Surgeon.
Medford	Edwin R. Durno	Associate District Surgeon.
Medford	Dr. Chas. W. Lemery	Oculist and Aurist.
Gold Hill	Dr. W. P. Chisholm	District Surgeon.
Grants Pass	Dr. C. Joyce Moser	District Surgeon.
Grants Pass	Dr. W. A. Moser	Assistant District Surgeon.
Grants Pass	Dr. Edward N. Bywater	Oculist and Aurist.
Glendale	Dr. A. J. Fawcett	District Surgeon.
Myrtle Creek	Dr. J. C. Maxson	District Surgeon.
Roseburg	Dr. E. J. Wainscott	District Surgeon.
Roseburg	Dr. E. V. Hoover	District Surgeon.
Sutherlin	Dr. I. A. Dunlap	Emergency Surgeon.
Oakland	Dr. B. F. Devore	District Surgeon.
Yoncalla	Dr. R. F. McKaig	District Surgeon.
Drain	Dr. Bertha L. Devore	Emergency Surgeon.
Cottage Grove	Dr. B. R. Job	Assistant District Surgeon.
Springfield	Dr. W. H. Pollard	District Surgeon.
Springfield	Dr. Milton V. Walker	Assoc. Dist. Physician and Surgeon
Oakridge	Dr. Grant J. Gray	District Surgeon.
Oakridge	Dr. J. A. Benson	District Surgeon.
Westfir	Dr. J. A. Benson	District Surgeon
Wendling	Dr. C. H. Atwood	Emergency Surgeon.
Eugene	Dr. W. Kuykendall	District Surgeon.
Eugene	Dr. Geo. P. Winchell	Assistant District Surgeon.
Eugene	Dr. W. B. Neal	Assistant District Surgeon.
Eugene	Dr. P. J. Bartle	Assistant District Surgeon.
Eugene	Dr. Merle G. Howard	Consulting Surgeon.
Eugene	Dr. O. R. Gullion	Oculist and Aurist.
Eugene	Dr. D. C. Stanard	Assistant Oculist and Aurist.
Junction City	Dr. R. S. Rogers	Dist. Physician and Surgeon.
Halsey	Dr. T. I. Marks	Emergency Surgeon.
Albany	Dr. F. E. Beauchamp	District Surgeon.
Albany	Dr. G. E. Fortmiller	Assistant District Surgeon.
Albany	Dr. A. Stark	Oculist and Aurist.
Jefferson	Dr. J. O. Van Winkle	District Surgeon.
Salem	Dr. Julius H. Garnjobst	District Surgeon.
Salem	Dr. E. S. Fortner	Assistant District Surgeon.
Salem	Dr. M. C. Findley	Oculist and Aurist.
Salem	Dr. W. W. Baum	Assistant Oculist and Aurist.
Salem	Dr. L. O. Clement	2d Asst. Oculist and Aurist.
Gervais	Dr. A. B. Adkinson	Emergency Surgeon.
Woodburn	Dr. E. S. Donelly	District Surgeon.
Aurora	Dr. B. F. Giesy	Emergency Surgeon.
Canby	Dr. Walter E. Hempstead	Dist. Physician and Surgeon.
Oregon City	Dr. C. H. Meissner	District Surgeon.
East Portland	Dr. Geo. H. Buck	District Surgeon.
East Portland (Woodstock Dist.)	Dr. Joseph R. Mizner	District Surgeon.
Portland	Dr. Geo. F. Wilson	Assistant to Chief Surgeon.
Portland	Dr. A. L. Berkley	Division Surgeon.
Portland	Dr. E. M. Anderson	District Surgeon.
Portland	Dr. R. F. Davis	Oculist and Aurist.
Portland	Dr. A. J. Browning	Associate Oculist and Aurist.
Veneta	Dr. O. L. Asher	Emergency Surgeon
Reedsport	Dr. J. C. Eastland	District Surgeon.
Florence	Dr. Geo. P. Edwards	Emergency Surgeon.
North Bend	Dr. Russell Keizer	District Surgeon.
North Bend	Dr. Dean P. Crowell	Assistant District Surgeon.
Marshfield	Dr. E. Mingus	District Surgeon.
Marshfield	Dr. G. E. Dix	Assistant District Surgeon.
Marshfield	Dr O. K. Wolf	Oculist and Aurist.
Coquille	Dr. James Richmond	District Surgeon.
Myrtle Point	Dr. R. Harrison Mast	Emergency Surgeon.
Silverton	Dr. R. E. Kleinsorge	District Surgeon.
Aumsville	Dr. Chas. Brewer	Emergency Surgeon.
Scio	Dr. A. G. Prill	District Surgeon.
Lebanon	Dr. J. C. Booth	District Surgeon.
Lebanon	Dr. Norman E. Irvine	Associate District Surgeon.
Brownsville	Dr. F. A. Paden	District Surgeon.
Toledo	Dr. R. D. Burgess	District Surgeon.
Newport	Dr. W. S. Thurtell	Emergency Surgeon.
Mill City	Dr. W. W. Allen	District Surgeon.
Oswego	Dr. W. H. McDougal	Emergency Surgeon.
Sherwood	Dr. F. T. Rucker	Emergency Surgeon.
Newberg	Dr. C. A. Bump	Emergency Surgeon.
Newberg	Dr. T. W. Hester	Emergency Surgeon.
Beaverton	Dr. C. E. Mason	District Surgeon.
Hillsboro	Dr. J. O. Robb	District Surgeon.
Hillsboro	Dr. J. B. Dinsmore	Assistant District Surgeon.
Cornelius	Dr. E. J. Crowthers	Emergency Surgeon.
Forest Grove	Dr. H. C. Fortner	District Surgeon.
Carlton	Dr. A. D. Morrison	Emergency Surgeon.
McMinnville	Dr. W. H. Barendrick	District Surgeon.
McMinnville	Dr. E. H. Barendrick	District Surgeon.
Independence	Dr. Geo. C. Knott	District Surgeon.
Corvallis	Dr. W. T. Johnson	District Surgeon.
Corvallis	Dr. N. L. Tarter	Associate District Surgeon.
Monroe	Dr. E. Bennett	District Surgeon.
Sheridan	Dr. R. C. Field	District Surgeon.
Willamina	Dr. Roland Allen	Emergency Surgeon.
Dallas	Dr. A. B. Starbuck	District Surgeon.
Dallas	Dr. W. L. Pemberton	Assistant District Surgeon.
Falls City	Dr. C. P. Horn	District Surgeon.
Banks	Dr. R. M. Kines	District Surgeon.
Wheeler	Dr. H. E. Rhinehart	District Surgeon.
Garibaldi	Dr. E. R. Huckleberry	District Surgeon.
Tillamook	Dr. Max R. Charlton	District Surgeon.
Molalla	Dr. E. R. Todd	Emergency Surgeon.

When employes, passengers or others are injured, call the nearest Company Surgeon, preferably District Surgeon. Emergency Surgeons are called only when patients cannot be sent to or await the arrival of District Surgeons.

When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of Company Surgeon. Any officer of the Company is authorized to call Company Surgeons to attend the injured.

Main Lines

Ashland to Portland	S. P. Co.		339.80		
	O.-W. R. R. & N. Co.		.06		
	N. P. T. Co.		.26	340.12	
Natron to M. P. 527 Crescent Lake	C. P. Ry			86.84	
Springfield Junction to Natron	S. P. Co			7.05	
Total Main Line					434.01

Branches

Alpine	S. P. Co	Alpine Jct. to Glenbrook		6.10	
Bellfountain	S. P. Co	Bailey Jct. to Dawson		5.00	
Coos Bay	S. P. Co	Eugene to Myrtle Point	147.75		
	C. B. L. Co. R. R.	Myrtle Point to Powers	18.78	166.53	
Falls City	S. P. Co	Salem to Wye		28.35	
Geer	S. P. Co	Salem to Geer		6.81	
Mill City	S. P. Co	Shelburn to Idanha		45.68	
Milwaukie	S. P. Co	Wilsonia to Willsburg Jct.		3.06	
Molalla	S. P. Co	Canby to Molalla		10.46	
Newberg	S. P. Co	St. Joseph to Portland		36.71	
Perrydale	S. P. Co	Broadmead to Perrydale		2.52	
Tallman	S. P. Co	Page to Tallman		7.69	
Tillamook	S. P. Co	Hillsboro to Tillamook		91.31	
Wendling	S. P. Co	Mohawk Jct. to Wendling		15.73	
West Side	S. P. Co	Transfer to Cook via Beaverton		129.77	
Willamina	S. P. Co	Whiteson to Willamina		19.77	
Woodburn-Springfield	S. P. Co	Woodburn to Springfield		92.94	
Yaquina	S. P. Co	Albany to Yaquina		82.02	
Total Branches					750.45
Total Portland Division					1184.46

When tramps or other trespassers are injured on the Company's Lines, they should be turned over to friends, or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

LOCATION OF STRETCHERS

Ashland
Medford
Grants Pass
Roseburg
Drain
Eugene
Oakridge
Junction City
Albany
Salem
Woodburn
Brooklyn
Portland
(Yardmen's Hdqtrs.)
(East 1st & Oak Sts.)
Timber
Willamina
Corvallis

DIVISION HOSPITALS

Good Samaritan } Portland, Ore.
St. Vincent's }

TRAINMASTERS

E. STROUD .... Portland, Ore.
G. H. KILBORN .... Eugene Yard, Ore.
L. KOCHER .... Roseburg, Ore.

ROAD FOREMAN OF ENGINES

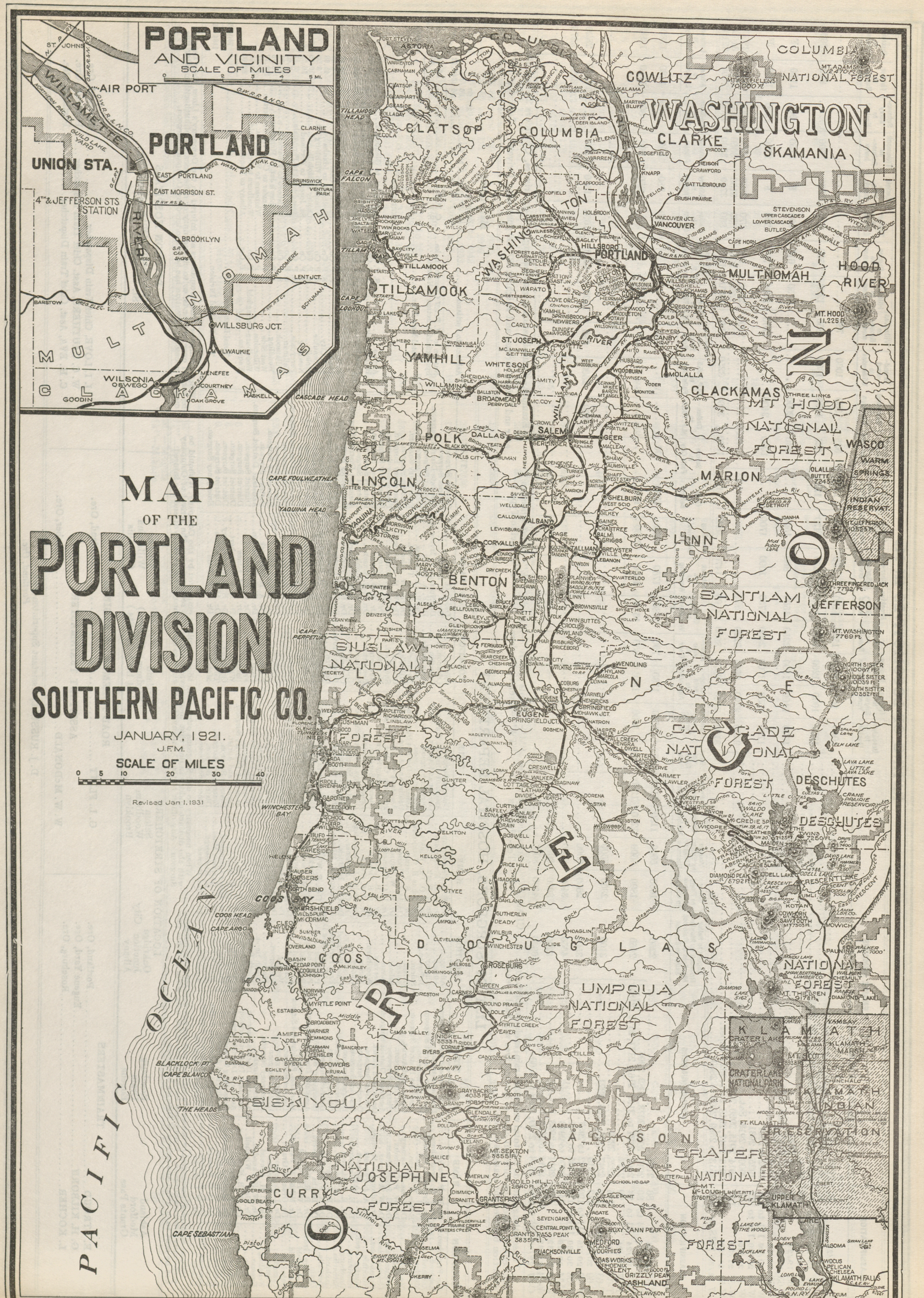
G. L. FLINT .... Portland, Ore.

ASSISTANT TRAINMASTER

W. W. McDONALD .... Timber, Ore.

J. I. LOVE, Chief Train Dispatcher .... Portland, Ore.
W. C. CAUTHERS, Asst. Chief Train Dispatcher .... Portland, Ore.
C. H. EVA, Asst. Chief Train Dispatcher .... Portland, Ore.

D. J. RUSSELL, Assistant Superintendent,
Portland, Ore.



MAP
OF THE
PORTLAND DIVISION
SOUTHERN PACIFIC CO.

JANUARY, 1921.
J.F.M.

SCALE OF MILES

Revised Jan 1, 1931

PORTLAND AND VICINITY
SCALE OF MILES
0 1 2 3 4 5 MI.
ST. JOHNS
AIR PORT
WILLAMETTE
PORTLAND
UNION STA.
EAST PORTLAND
EAST MORRISON ST.
4TH & JEFFERSON STS STATION
RIVER
BROOKLYN
WOODMERE
LENT JCT.
SCHUMAN
BARSTOW
WILLSBURG JCT.
MILWAUKIE
MENEFEE
WILSONIA
OSWEGO
COURTNEY
HASKELL
OAK GROVE
GOODIN
CLARNIE
BRUNSWICK
VENTURA PARK
MULTNOMAH
CLACKAMAS
0 5 10 20 30 40
WASHINGTON
COWLITZ
CLARKE
SKAMANIA
COLUMBIA NATIONAL FOREST
MT. ADAMS 12470 FT.
MT. ST. HELENS 10000 FT.
COLUMBIA RIVER
ASTORIA
CLATSOP
COLUMBIA
WASHINGTON
TILLAMOOK
YAMHILL
POLK
LINCOLN
BENTON
LINN
MARION
CLACKAMAS
MULTNOMAH
HOOD RIVER
MT. HOOD 11,225 FT.
MT HOOD NATIONAL FOREST
WASCO
WARM SPRINGS INDIAN RESERVAT.
JEFFERSON
SANTIAM NATIONAL FOREST
SIUSLAW NATIONAL FOREST
CASCADE NATIONAL FOREST
DESCHUTES
DESCHUTES NATIONAL FOREST
UMPQUA NATIONAL FOREST
COOS
DOUGLAS
SISKIYOU NATIONAL FOREST
CURRY
JOSEPHINE
JACKSON
CRATER NATIONAL FOREST
KLAMATH
CRATER LAKE NATIONAL PARK
KLAMATH INDIAN RESERVATION
UPPER KLAMATH LAKE
OREGON
PACIFIC OCEAN
PORTLAND
VANCOUVER
HILLSBORO
BEAVERTON
OREGON CITY
SALEM
ALBANY
CORVALLIS
EUGENE
SPRINGFIELD
ROSEBURG
GRANTS PASS
MEDFORD
ASHLAND
JACKSONVILLE
MARSHFIELD
COOS BAY
KLAMATH FALLS
TILLAMOOK HEAD
CAPE FALCON
CAPE LOOKOUT
CASCADE HEAD
CAPE FOULWEATHER
YAQUINA HEAD
CAPE PERPETUA
WINCHESTER BAY
COOS HEAD
CAPE ARAGO
BLACKLOCK PT.
CAPE BLANCO
THE HEADS
CAPE SEBASTIAN